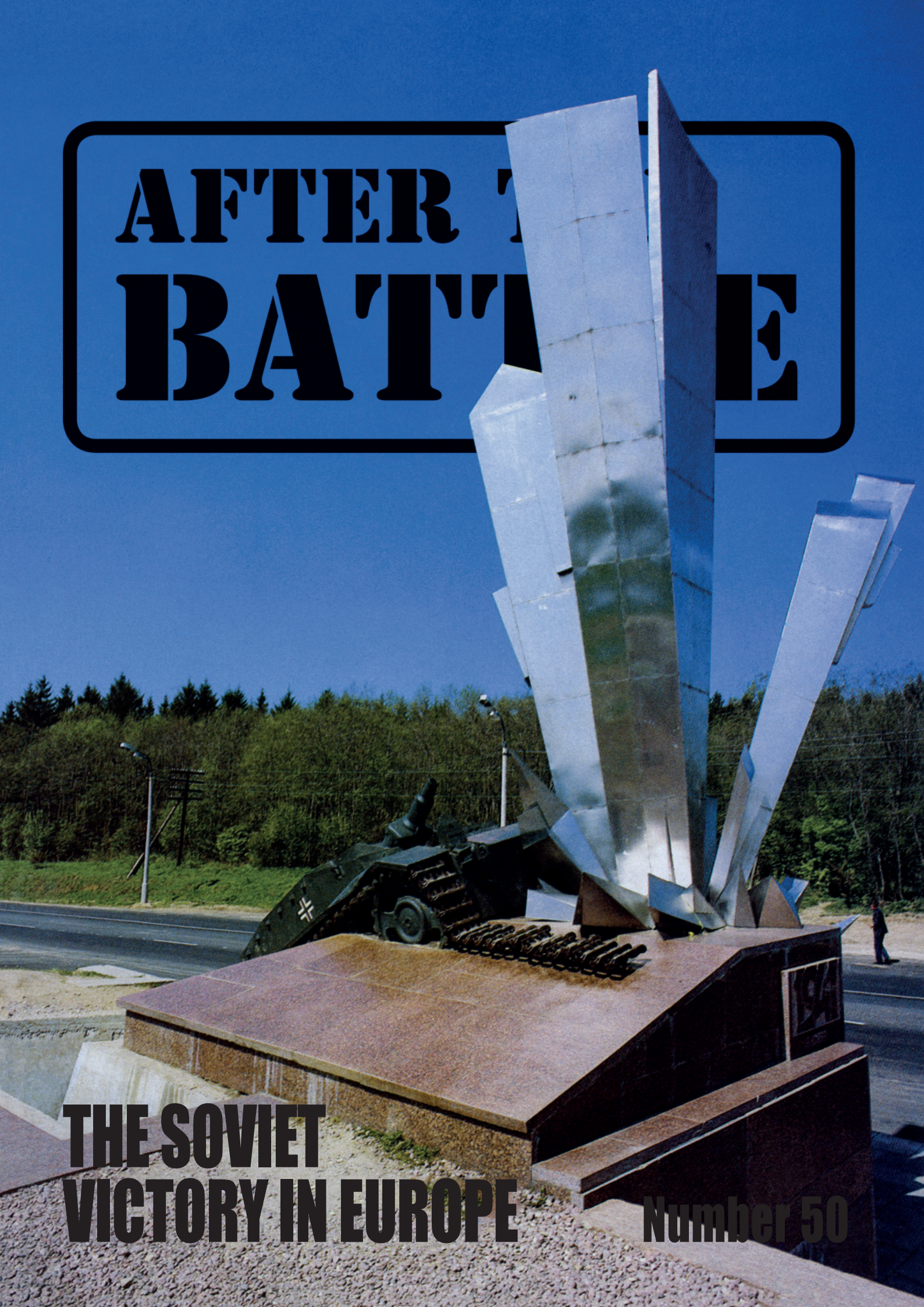

THE SOVIET VICTORY IN EUROPE

Number 50

AFTER THE BATTLE

NUMBER 50

Edited by Winston G. Ramsey

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CONTENTS

FROM THE EDITOR . . .	1
THE SOVIET VICTORY IN EUROPE	16
Minsk	32
May 8, 1985	38
IT HAPPENED HERE	
The Japanese Surrender	42
READERS' INVESTIGATIONS	
Fallingbostel	50

Front Cover: Memorial on the road to Moscow. Here eleven Red Army engineers destroyed twenty German tanks on November 18, 1941 — one Sturmgeschütz (Sd Kfz 142) survives — incorporated in this dramatic monument.

Centre pages: Cast down on the steps before Lenin's tomb during the Soviet victory parade in 1945, the Wehrmacht standards are now displayed in the Central Museum of the Soviet Armed Forces. The 'Adolf Hitler' standard lies symbolically on the huge bronze eagle removed from the Reichs Chancellery in Berlin.

Back Cover: Victory in the USSR: May 8, 1985.

Acknowledgements: The Editor is indebted to the London office of the Novosti Press Agency for arranging our visit to the Soviet Union and the Moscow and Minsk offices for their assistance in preparing this article; to the staff of the Central Museum of the Soviet Armed Forces for allowing us to photograph the captured Wehrmacht standards, and the Byelorussian State Museum of the History of the Great Patriotic War in Minsk and the museum of the town of Klin for their help. Contemporary photographs in the article are reproduced by kind permission of Novosti Press Agency unless stated otherwise.
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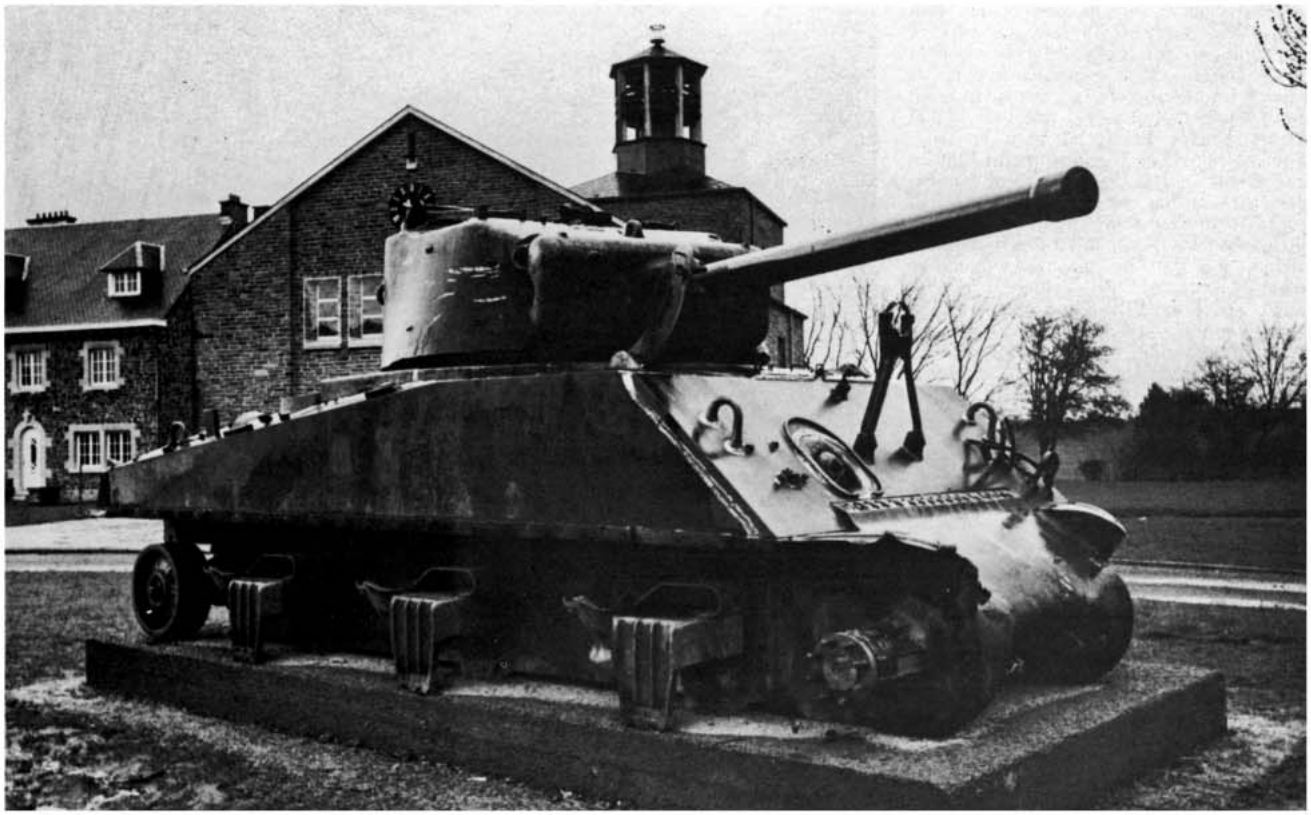
Fortieth anniversary re-creations in the Ardennes by Chris Coxon and friends. Compare these pictures *above* with page 13 issue 4 and *below* page 18 of issue 37.

Overshadowed by new building development, a simple remembrance in the field at Malmédy — exactly forty years after the event. Edward P. Thomas, Past National Commander of the 80th Division Veterans Association with members of CEBA — the Luxembourg association dedicated to the study and memorialisation of those units which fought in the Ardennes.



When 'today' becomes history. In 1974, on the 30th anniversary of the Battle of the Bulge, this Sherman M4A3 could still be seen as a 'natural' relic on the battlefield.

From the Editor . . .

With the publication of our 50th edition another milestone has been reached. Time certainly flies and it seems difficult to appreciate that it was over twelve years ago that we embarked along the road of presenting the battlefields of the Second World War as they are today. That statement itself is somewhat of a misnomer for what is 'today' when our early research must now be regarded as history! Places change quite rapidly and, when we do have the opportunity to revisit places featured in earlier issues, it is sad to see that what little remained then has in the intervening period been lost for good.

As I write these words there springs to mind the Sherman we featured on the cover of issue 4 — the one still lying beside the Magoster road in the Ardennes. Many readers have written to me of their amazement at still being able to see and visit such relics which give us such a meaningful link with the war. I have commented in a previous 'Editor's round-up' of my views on removing them: I feel they mean so much more when seen as they are than mounted formally on a plinth in a town square or carted away to someone's back garden. Jean Paul Pallud, who more and more has given us the benefit of his enthusiasm and tenacity in producing some uniquely-researched stories, rephotographed the Sherman last year for his book *Battle of the Bulge — Then and Now*. Mr. C. R. Coxon of Rye, Sussex, purchased the book and went back to the Bulge countryside in December 1984 on a 40th anniversary pilgrimage. Lo and behold, he found that the locals had pulled the tank out of the ditch only the previous week to set it up trackless on a crude concrete base in Beffe.

'It must have been done around 17th December' wrote Mr Coxon, 'as when we saw it on the 19th all the excavations and 'dozer track marks were still fresh.

'We also found that the Kaiserbaracke crossroads (false Peiper/Schwimmwagen photo *ATB* No. 4, page 16) has been completely redeveloped and is now unrecognisable. The fourth track which went off into the woods has become a new road and all the road signs have been changed.

'The Poteau "movie set" (issue 37) yielded quite a number of relics when we went over it with a couple of cheap metal detectors: a dozen heat-exploded 30-06 rounds, an American shovel blade, stowage bin frames, a Bazooka round, and lastly a knuckle-joint from a steering assembly was dug up at the site of one of the burning M3 half-tracks. All of these items were re-buried where we found them. I should add that being ten of us we managed to recreate many of the still photographs taken there. The grenadiers running across the road proved the most difficult for as soon as we had the poses right a car would come round the corner, forcing us to abandon our positions in a somewhat hurried manner!

'Possibly the saddest change of all is that the site of the Malmédy massacre is being built upon. There are two brand new houses smack in the middle of the field. We arrived there the very hour, the very day that it all happened 40 years ago just as some American veterans were laying a wreath in the actual field of the massacre (as opposed to the incorrectly placed memorial), a very moving but simple ceremony that meant more than all the razzamatazz and glitter of the official memorial ceremony.'

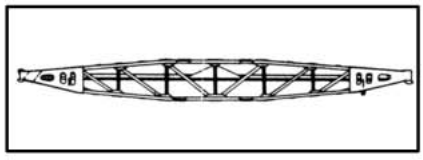
We (and that's not the 'royal' we, but my son and I, Gordon having joined me full-time in August 1984) had an opportunity to photograph the spot where the Sherman had lain in March 1985, and also the tank itself. A great pity, as Shermans are not rare — many have been made available to collectors in recent months by Ian McGregor of Ruthin, North Wales, and the town of Vielsalm was given one for their town square by the US Army in June 1984.

It was removed on the 40th anniversary from this field near Beffe and installed on a plinth in the village. Compare this picture with the cover of issue 4.

1984 of course was the year of the '40th Anniversary' and all those historic 1944 campaigns — Normandy, Market Garden, and the Bulge — were celebrated in the style to which we have become accustomed. As all now include parades by restored WWII military vehicles, I have left it to our sister magazine *Wheels & Tracks* to report fully on these events and Bart Vanderveen, our excellent Editor, has done just that in recent issues. To those readers of *After the Battle* who do not take *W&T* (and if this sounds like a plug — it is!), the two magazines should be viewed as complementary — there is just not enough space in *ATB* to do justice to the growing military vehicle movement with its interest in restoring, preserving and displaying all manner of vehicles, including nowadays tracked armour. So if you want to catch up on last year's reunions, and to learn more of the increasing number of relics being found and saved, you know where the order form is!

While on the subject of last year's reunions, John Marshall of Soundwell, Bristol, brought my attention to a very interesting item he had spotted at Portsmouth: 'With all the current D-Day euphoria and the television coverage I was surprised when recently visiting Pound's Yard at Portsmouth, as your photographers had also done some little time ago [issue No. 37], that no one appears to have mentioned at any time the existence of any parts of the Mulberry Harbour. Obviously everyone is now aware of a number of caissons, and some beetles off Arromanches, but to find that the gate posts at Pound's Yard appear to be the

tail ends of the Class 25 bridge spans which formed the floating trackways was a revelation which I have not seen elsewhere. Reference to the attached plan from *Airfix* magazine and

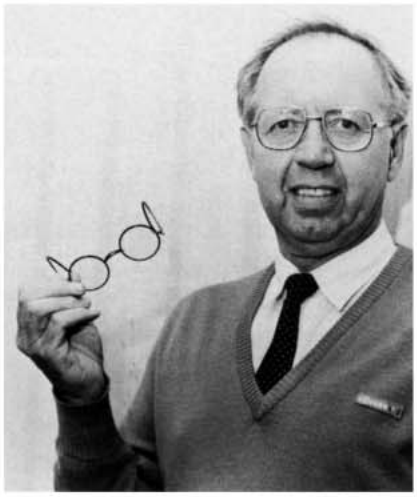


the presence of the hawse hole, partly hidden behind the sheets of steel, and the bearing housings at the top which was what first drew my attention to the posts, must make these two of the only existing parts of the Mulberry still in this country and of more than passing interest.'

During his visit to Normandy, George Hanson of Sherborne, Dorset, wrote to tell me that he had called to see Alain Roudeix at Vimoutiers, that remarkable man who has been the focus of many readers' attentions over the years since we put him on the map in issue 8. His collection will become the nucleus of the new museum due to open in Caen in July 1988, but his expertise on the battlefield itself is still sought by veterans and enthusiasts alike. George wrote that: 'You may be interested in the fact that we called in at Moissy ford once again, but discovered that the hedge in your 1975 picture (page 30) is now approximately 15 feet high and any comparison photograph would now be out of the question, so your visit and project was well timed.

'I would also like to relate to you a very nice episode my wife and I experienced at Douvres la Déliverande. Our mode of travel was by VW camper and by June 5th most places to park were pretty full. Thus I was parked in the square at la Déliverande and, through a combination of chance happenings and wrong turnings whilst walking on the outskirts of the Ville, we fell in with two spinster sisters of 60 and 62 who owned farm buildings in the centre of the Ville itself, and who insisted we park in their yard, an offer we were only too pleased to accept. We stayed three nights before we managed to extricate ourselves during which time we were entertained like long-lost relations. The Calvados was out along with memorabilia of the Liberation in abundance. We were shown curled up prints of a group of "squaddies" taken in the yard of the farm with the sisters in question when they were 20 and 22 on June 8th 1944. It was obvious these snaps had been and still were very much treasured and it was sad that no one had ever been back. So perhaps when you next print a "Letters to the Editor" edition, perhaps you might find a little space to mention this fact, and who knows, it may jog a few memories and subsequently lead to a visit from someone; something I have no doubt which would make two very nice French ladies "tres content".'

More change, this time in Germany, where the Wilhelm Lohse mill — scene of Himmler's arrest — has since burned down. Compare with issue 14 page 30.



Another Himmler sequel caused me some surprise as I read about it in 'Litho Week', a printing trade magazine, hardly devoted to the subject. Readers will remember from issue 17 page 3 that Sergeant Major Edwin Austin tried to keep Himmler's glasses for himsel as a souvenir but that in the end Captain Bond was the lucky man (issue 25 page 24). Anyway 'Litho Week' reported in its May 15, 1985 issue that a Goole printer, Harry Broadley, had purchased them at an auction in Hull for £200. 'They touched my imagination' said Mr Broadley. 'When you think what was seen through the glasses, all the atrocities, all the successes and defeats, the mind boggles.'

Then, in the euphoria of the media's '40th anniversary-itis', 'The Daily Mirror' took the booby prize of the century when they published this picture on May 6, 1985 of Himmler after committing suicide as a front page 'world exclusive'. They didn't know who had taken it and they obtained the battered print from a soldier who was there at the time. Even BBC-TV news fell for the 'Mirror's' claim that it was the first time the picture had been published but I and several readers soon advised them otherwise (issue 14 page 35). In my letter to the 'Mirror's' Editor pointing out that we had published Sergeant Carl Sutton's picture in 1976, I just said I hoped he hadn't been conned into paying too much for his pup!

I think the story which has been one of the most upsetting (although nothing could really equal the massacre at Ascq in issue 49) was the one I researched last year concerning the murder of a young WAAF. I am not (yet) a hard-nosed journalist and am always aware of the painful memories I revive in some people when I dig up past events. Regular readers will remember that I discovered that the military authorities decided that *convicted* murderers should be equally commemorated as their victims. My secretary hand-delivered a letter on the subject together with a copy of the appropriate issue (No. 45) to Mrs Margaret Thatcher thinking that she of all our Prime Ministers, who even changed the rules on war graves with the repatriation of the Falklands dead, might be interested enough to care. It is doubtful of course whether she actually even saw our letter as she was on holiday at the time, but a reply came from Lord Trefgarne, Under-Secretary of State for the Armed Forces.

'The Prime Minister has asked me to reply to your letter of 15 August about the commemoration of convicted murderers alongside of those killed in battle. I should perhaps first explain that the memorial to which you refer is the responsibility of the Commonwealth War Graves Commission and not the British Government and therefore it is for the Commission, involving all its member Governments, to consider whether any review of commemorative policy is necessary.

'I understand that the Commonwealth War Graves Commission received casualty lists for the Second World War which did not say how men had died. Following a decision made after the Great War in respect of those men shot for desertion or cowardice, it was already standard practice not to take account of the circumstances of death when commemorating them. Thus, it was not considered necessary to have this information as this policy was continued after the Second World War and consciously extended to include those who have been executed, while still serving, following sentence by a civil court.

'The Charter of the Commonwealth War Graves Commission commits it to commemorating all members of the Commonwealth Armed Forces who died during both World Wars. In fulfilling its duties the Commission has consistently thought it invidious to distinguish between the manner of death of one man from another. In this it has sought to discharge its duties with compassion and charity; above all, being reluctant to judge the circumstances of a world war where the usual yardstick for measuring conduct may not have always applied. Moreover a man who died in shameful circumstances may previously have served his country well. It is this, ultimately, which has provided the basis for the Commission's policy of treating everyone the same — regardless of how they are said to have died.

'In the light of all the circumstances therefore I do not consider it either appropriate or necessary to call for a re-interpretation of the Commonwealth War Graves Commission Charter to exclude the names of any who have been commemorated. If we were to do this it would in my view cause great distress to the next of kin to be reminded, or worse, to learn for the first time perhaps, of the circumstances of death. Relatives of their victims might also be caused much needless distress, an aspect to which you alluded in the final paragraph of your article. This could be no less harmful than any offence felt to the memory of those whose names will continue to be inscribed.

'With regard to the question of dismissal of criminals from service, I am not aware of any authority which said that in cases of sentence of death discharge would or would not be carried out. Prison sentence did not attract discharge as a mandatory consequence and it seems likely that discharge before execution would have been optional.'

On the bitterly cold anniversary in 1985 of Miriam's death, I placed this tribute on her grave at the request of an anonymous reader.

I am well aware of the laudable role the Commonwealth War Graves Commission undertakes to commemorate our war dead, equally and without favour. However, the Commission only acts on names given it by the Ministry — or the War Office as it was then — and I feel it blurs the responsibility to involve them at all in this controversy.

The facts surrounding the summary executions of the 346 officers and men in France and Belgium for cowardice and desertion crimes tried by military courts-martial during the First World War have been fully explored by Judge Anthony Babington, with full access to the records, in his excellent book *For the Sake of Example*. I feel that the use of this argument as a precedent and as a comparison with criminals convicted by *civil* courts in the United Kingdom during the Second War, is invidious and irrelevant. My point was not made against those convicted of crimes against military law — there were four executions during 1939-1945 for military offences — but against those convicted in a civil court and executed for civil crimes. If Lord Trefgarne chooses to state that the 'standard practice' of what took place after 1914-1918 was continued following 1939-1945, his argument does not hold water. For example, Lieutenant Georges Codere of the 9th Canadian Mounted Rifles, executed at Winchester Prison in February 1916 for murder after being found guilty at a civil trial at Winchester Assizes, does not have his name commemorated on any memorial.

The Under-Secretary completely avoided answering the other major point I made in the article, as our reader Mr P. C. Tilbury of Hornchurch, Essex, reiterated in the letter he wrote to *The Daily Telegraph*, that there was absolutely no case for commemorating these individuals as 'missing' anyway as they all have 'known' graves in the prison yards.

The final paragraph of his letter appears to indicate the Under-Secretary of State's ignorance of King's Regulations. Paragraph 652 (1943 edition) clearly provided that a serviceman having been convicted by the civil power of a felony could be dismissed with disgrace. The Ministry of Defence confirmed to me in a letter in July 1984 that this is automatic today and that broadly similar rules applied during the war and that such servicemen would have been dismissed. The failure of the War Office to do so in the case of Army criminals is the real reason for their inclusion on the Brookwood memorial.

Miriam Deeley's murder also upset several of our readers, the most poignant letter coming from one who wished to remain anonymous, just signing himself 'Ex-Army':

'Now I have just read my number 45 . . . concerning the murder of that wonderful lovely girl WAAF Miriam Deeley. Of all the things I have read about all aspects of the war this has really got through to me. It has made me so sad. I enclose an envelope containing a few pounds — could you please buy some flowers for her grave with my deepest sympathy.'

When researching the story of the fatal crash in which HRH, the Duke of Kent died (issue 37), I was upset that I could not include a photograph of his grave at Windsor. I did request permission to take a photograph at the Royal Burial Ground at Frogmore but Buckingham Palace replied that this would not be possible. I found it strange therefore that when the public are admitted to Frogmore on the nearest Wednesday to Queen Victoria's birthday (May 24) each year, no restriction is put on the taking of photographs. Therefore I now publish the picture above; the Duke's headstone being the left hand one of the pair of graves in the right background.

Other tragic memories were revived with the publication of issue 39. 'I have read the account of the death of Air Chief Marshal Sir Trafford Leigh-Mallory' wrote Mrs G. E. Baker. 'As sister of Flight Lieutenant Keith Mooring I would like to put on record what I learned from my brother when he visited me in Weybridge the day before the fateful flight in the worst of weather conditions. He came to my house to say 'goodbye' remarking that this really was goodbye as the plane chosen by Leigh-Mallory for the flight was a York, one with which the flight crew were little experienced and which, in their opinion, was unsuitable for the mission. My brother indicated that in his opinion the plane was overloaded and might be incapable of rising above the peaks of the Alps if even only slightly off course. Three days after take off the BBC 8.00 a.m. news bulletin reported the plane missing, none of the relatives having been informed beforehand.

'Unfortunately I have no witnesses to the conversation with my brother as my husband was in the Army and I was alone with our baby daughter. I would hope that the above circumstances will be made known to the Air Ministry and added to the official records. I am sure my brother would never have made such comments through official channels even if he had been in a position to do so.'

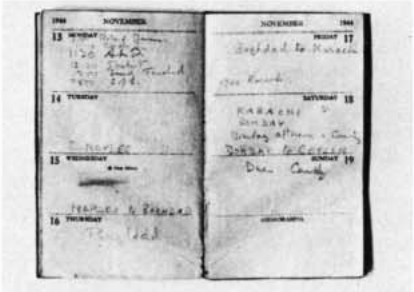
'I write to express my appreciation of your report on the fatal crash involving Air Chief Marshal Sir Trafford Leigh-Mallory' wrote Anthony C. White of Southampton about the same edition.

'I only wish that I had known the story earlier as I was on a cycling tour in the French Alps in September 1982, and if we had known that such an illustrious British commander was buried there we would have visited the cemetery.

'My interest in the area was aroused when the ashes of the famous cycling journalist John 'Jock' Wadley were scattered at the Cascade des Sept Laux, only a short distance up the valley from Le Rivier. I first became aware of the writings of Jock Wadley back in the days of *The Bicycle*, and later when he published *Coureur* and *Sporting Cyclist*. I was quick to appreciate and enjoy his enthusiasm for all things cycling, and particularly the continental scene which until then had been an area only vaguely reported in the British press.

'I was present at Pangbourne Lane on the sad day when Jock gave the funeral oration when Arch Harding's ashes were scattered at the scene of his former triumphs, little realising that the same fate would too soon befall Jock. So it was with interest that I scanned the Michelin map during a cycle tour in the Alps and found that one of our daily stages would take us over the Col du Glandon. I had read Neville Chanin's article in *Bicycle Times* describing the pilgrimage to the Cascade des Sept Laux to scatter JBW's ashes at the spot so graphically described in *My 19th Tour de France*. We left Allemond in a drizzle that intensified to a downpour with thunder rolling round the mountain tops and lightning flashing across the hillsides. We sheltered in a bar at Le Rivier for an hour or so, but eventually continued through the lowering clouds and pouring rain past the Cascade which came roaring from the mist-shrouded mountainside. It was alarming to see occasional permanent road signs warning of the "Risque de Avalanche", but fortunately the cascades of water and debris did not accumulate to the extent that Jock related, although the weather was depressingly similar. We plodded on to the invisible summit and found the first and only available cover was in a derelict garage at "The Chalet du Col du Glandon", the road junction where the Col de la Croix de Fer bears off to the right and climbs a further 100 metres in a kilometre or two. We took the left fork over the 1924-metre summit and so down the steep twisting road to la Chambre. R.I.P., J.B.W.'

Silent farewell at the Cascade des Sept Laux. Jock Wadley, pioneer cyclist and renowned journalist, rode in his last race when members of the British team carried his ashes to fulfil his last wish — that they be scattered on the route of the 21st Tour de France. Not far away Air Chief Marshal Sir Trafford Leigh-Mallory was killed 37 years before.



Leigh-Mallory's personal papers, which were recovered at the time by Squadron Leader G. A. G. Christie (see page 14 issue 39), are now preserved at the Royal Air Force Museum at Hendon. This is his wife's personal diary open at the fatal day.

Colin Turner added a postscript when he wrote that 'I have just read with great interest your excellent article on the crash of the Avro York MW126 and was amazed to learn that the President of the Court of Inquiry was Air Vice-Marshal J. R. Scarlett Streatfield, CBE.

'It may be of interest to you that he himself was to lose his life in similar circumstances on the 10th May, 1945. He was a passenger on Short Stirling Mk IV LK297 of 190 Squadron which took off from Great Dunmow, Essex, at 03.55 hours to ferry men of the Parachute Regiment to Gardermoen Airfield, Oslo, to assist in the disarming of the German Occupation Forces. No further communication was received and the fate of those on board was not known until 21st June, 1945, when the wreckage of the aircraft was found in thickly wooded country about ten miles north of Oslo. All twenty-four persons on board were killed, one of the young Paras being Private G. Walton who was my brother-in-law's uncle.'

Sir Trafford's diary, pocket note book together with other personal papers bearing stains from the crash and exposure on the mountain for seven months. The top document is a copy of Leigh-Mallory's citation for the US Legion of Merit awarded by General Eisenhower (page 3 of article) ten days before the crash.

As a result of Diana Payne writing us her story of life with Ultra she was able to meet the Wren who looked after the girls at Wavendon. First Officer Deans sits immediately on the left of the canine mascot.

It was only fitting, therefore, that dogs should feature in the reunion picture. Diana is seated.

I received several follow-ups to the feature on Ultra in issue 37. Diana Payne herself received much correspondence from former colleagues who were very grateful that their unsung contribution had finally been told, and a pleasant reunion took place with 'the WRNS officer from New Zealand' (page 14), then First Officer N. C. Deans but now Mrs N. C. Bellville, MBE, JP.

A photograph of one of the 'bombes' used to decrypt the Enigma-coded signals send out by German forces had eluded us prior to publication and we had to resort to an artist's sketch based on the memories of Diana and the Wrens who worked them. Naturally after forty years precise recall of every detail was either conflicting or impossible. We had written to the Government Communications Headquarters (whose activities recently gained prominence and no doubt unwelcome publicity following the Government's attempt to eliminate trade union representation at the plant) but received no reply although we had been told that a machine still existed there. Thus it was with great interest that I received a letter from Jon Gawne of Bethesda, Maryland, informing me that a picture had recently been included in a display of cypher machines at the Smithsonian Institution. It appears that the military history curator was able to get the photograph declassified although the negative was later withdrawn. As I have never seen a picture printed in any publication before, here it is — the machine that possibly more than any other helped win the war for the Allies.

What has intrigued many people is what happened to all the equipment when it was removed from the Ultra outstations. This letter from Anthony Cassidy of Milton Keynes throws some light on the mystery:

'Some twelve years ago, I was visiting a local scrapyard when an army lorry drove in, dumped several dozen teleprinters and their associated power supplies, and drove off.

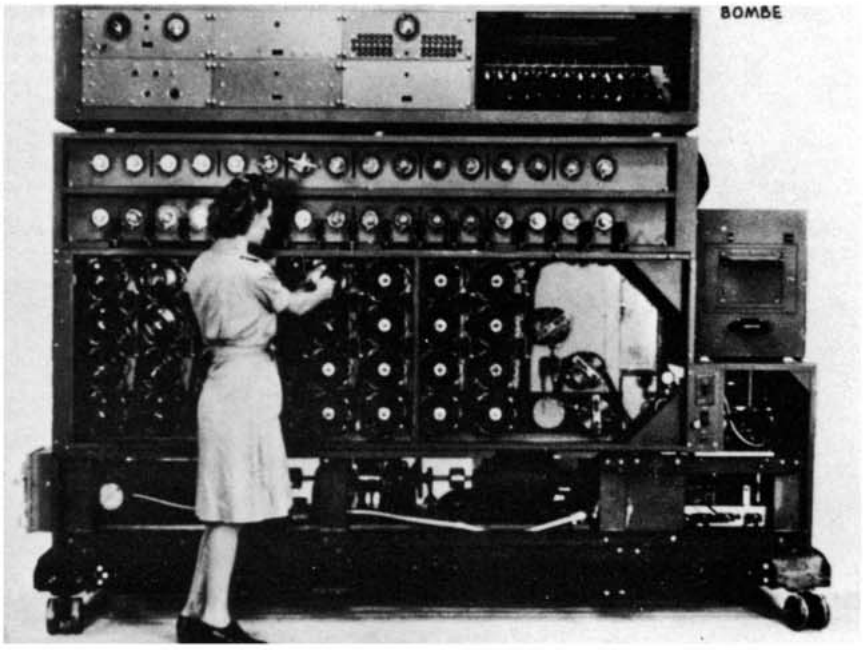
'I understood from the yard owner that the equipment was "ex-Bletchley Park" which at that time meant nothing to me. What did affect me was the sight of this beautifully constructed equipment being dumped in the middle of a muddy scrapyard. Over a period of weeks, I bought four of the teleprinters, two of which have integral punched-tape readers/writers, four of the associated tables, and four power supplies. Over the years, I have been forced to get rid of two of the tables due to lack of storage space. Also, alas, I have realised that there isn't time to do everything one had envisioned in one's youth and it now seems unlikely that I will ever get round to restoring the teleprinters to their original pristine condition. So, in order to make more room for my classic car activities, I have decided to try and sell the teleprinters as they are. All of them work, and all have been kept safe from dust and damage over the years.'

For those readers wishing to send their own coded messages, real Enigmas are available via Ottmar Burkhardt.

Mr Cassidy can be reached at Hillside Cottage, London Road, Loughton, Milton Keynes, Bucks.

Equipment from the 'other' side has also surfaced. Ottmar Burkhardt wrote from Am Eichenrain 40, D-7070, Schwäbisch Gmünd, to tell me he could supply anyone interested with original Enigma machines. Price would vary according to completeness as some machines are without code-wheels, but a complete working model would come out around DM6000.

Subsequent to publication of this edition, the Science Museum let me know that they have a few minor items from a Colossus and that a radio valve from the machine was on display in Gallery 46. I have also heard that Milton Keynes Borough Council — the new town near the former headquarters of Station X at Bletchley, hopes to mount a permanent display in their new Twentieth Century Museum to be built beside the library in the town.



An 'enigma' revealed at last. Thanks to Jon Gawne of Bethesda, Maryland, we are able to publish for the first time a picture of one of the 'bombes' used to decode intercepted German signals.

Ken Derby, writing from Whitter, California: 'On December 7, 1941 the coastguard cutter Taney was in Honolulu harbour. This ship, originally commissioned in 1936, is the only survivor currently in active commission with the US forces.' After reading Ken's letter I looked up the history of the Taney (WPG-37) and found that she certainly had a colourful wartime career. She came to action stations within four minutes of the first warning of the Japanese attack and fired on several formations. She later escorted several Atlantic convoys before switching to the Pacific in 1945, where she played her part in attempting to repel kamikazi suicide planes off Okinawa. Today, having been demilitarised, she is assigned to the Coast Guard Ocean Station 'November' (midway between San Francisco and Hawaii) and is based at Alameda, California.

The Pearl Harbor article in No. 38 engendered considerable correspondence, Robin G. Harvan writing from Spring, Texas, firstly to point out an error in my captioning of one of the photographs:

'On page 10, there is a photo of a model of Pearl Harbor in which all the ships appear to be correctly placed. This photo is described as a "practice board" for the attack; this same description has been used in several other publications. I believe that this is not the case. Instead, it is my belief that this photo is of the preparation of a Pearl Harbor model used in the 1942 movie *The War at Sea from Hawaii to Malaya*. This movie, celebrating the growth and victories of the Imperial Japanese Navy, was released on the first anniversary of the attack.

'I enclose a book, *Films of the Second World War*, where stills from this movie can be seen on pages 136 and 137. These stills show a striking similarity to the model in the page 10 photo, and the incredible detail achieved by the film-makers. Please note in particular the still on page 136. There are errors in the damage inflicted. According to this photo, the *Nevada* was sunk at its berth; the *Arizona* did not blow up; the *West Virginia* capsized; and the *Oklahoma* remained upright. This is an interesting and insightful commentary on the Japanese assessment of their attack.

'With regard to the midget submarine which was used as landfill, even after its rediscovery in 1952, the reason seems to have been equal portions of safety and expediency. The United States Naval Institute *Proceedings* for April 1975 contained an article written by an individual who had contact with the midget in 1941 and 1952. Commander E. D. Bronson was a Chief Machinist's Mate aboard the submarine *Plunger* in 1941. It was due to arrive in Pearl Harbor on December 7, but was attacked by Japanese aircraft at approximately 7.30 a.m. while off Diamond Head. The submarine submerged to avoid the attack, and moved away from the island until December 9. Subsequently ordered out on war patrol, the *Plunger* was leaving Pearl Harbor when its sonar registered a contact on the bottom. The contact was determined to be at the location of the attack on a submarine by the *Monaghan* on December 7. After grappling the object, the *Plunger* was unable to lift it. The site was marked, and the midget raised and used for landfill. The midget was *not* entered at the time.

'In 1952, Bronson, now a Lieutenant, was assigned to the Submarine Base at Pearl Harbor. He was called to assist a civilian construction team which had discovered an object during the course of working on a dock. A dragline had been excavating when its bucket became snagged on a large metal object. Upon learning of where the object was, Bronson ordered it to be uncovered. He sensed it would be a familiar one. It was, of course,

Stills from the Japanese war film released in 1942 'Hawai Marei Oki Kaisen' (The War at Sea from Hawaii to Malaya) referred to in Robin Harvan's letter.

Recent 'releases' from David Hale: 'It appears that these fellows had some difficulty with their interrogators.'

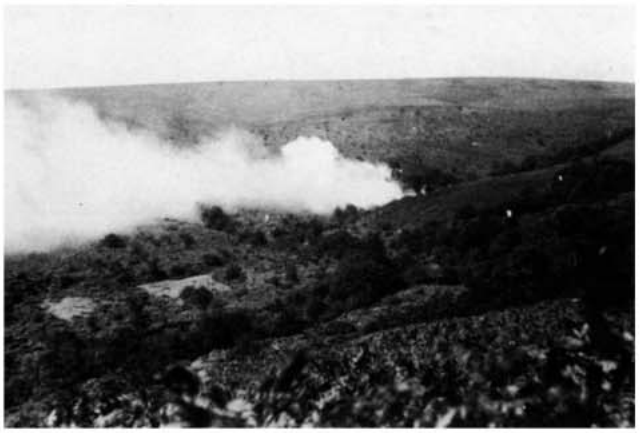
'Obviously this prisoner slipped and the interrogator loaded down with cameras is about to help him up.'

the same midget. During the uncovering of the midget, chlorine gas began to seep from the damaged hull due to the rupturing of the midget's batteries by the dragline bucket. This danger, coupled with the need to finish the dock, overrode any historical importance. The midget was buried again and the dock finished. Today it is still there, still containing the remains of its crew.'

David Hale, who helps us immeasurably with photographic and other research in Washington, is shortly to retire from the Army. He recently sent me the photographs illustrated here. Readers familiar with issue No. 4 will recognise the one of the line of German prisoners mostly dressed in great-coats as having been taken from the opposite end of the line to the photograph illustrated on page 19 of that issue, the men belonging to the 1. SS-Panzer-Division and picked out as among those who took part in the Malmédy massacre during Hitler's Ardennes offensive, when a group of American prisoners herded into a field met their fate. Since issue 4 we have covered the story of the death — or murder — in 1976 of the commander of the unit responsible for the alleged massacre, Joachim Peiper (issue No. 40), and more recently of course the whole question of what happened and of the post-war trial of the seventy-four accused has been subjected to fresh investigation and analysis by Jean Paul Pallud in his book. Suffice to say that so far as the photograph is concerned, from this end of the line in the case of two or three of the suspects it can be seen that their uniforms are not all that is the worse for wear.

The other photograph is of German prisoners taken captive by the 18th Regiment of the 1st US Infantry Division near Hasselfelde, and believed to have been with a unit involved in the murder of fifteen American prisoners of war on April 18, 1945. 'They are being questioned', states the original caption to this picture, 'by Pfc. Nicholas Shaefer, an interpreter.' I reproduce David's accompanying explanation as the caption here.

Readers often send in the results of their own efforts, such as these photographs which arrived in July 1985 from Mr J. J. Wilson of Wearne, Somerset, who wrote that 'I recently came to appreciate the difficulties you must encounter when attempting comparison photography. In January 1941 my father took a couple of photographs of a 3-inch divisional mortar shoot on Dartmoor whilst Brigade mortar officer. On our third visit to Dartmoor this spring my wife and I managed to pinpoint the spot. The extraordinary thing was when I called at the nearest farm for directions and showing the lady of the house the two photographs she recognised one as having been taken by her back gate and said, "Wasn't it the Bucks Battalion?" This was in fact the case. She remembered them sitting on her wall eating their rations.'



A picture we have all seen before in many books in which authors have just 'lifted' the original caption stating 'Torbay' — so perpetuating the error.

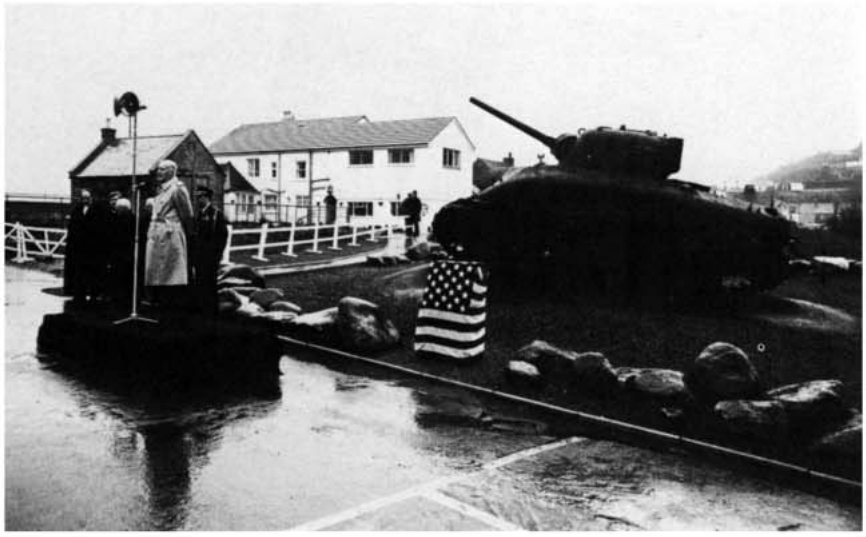
The difficulties of taking comparison photos fall into a number of categories, most of which I have alluded to at various times, but the one which probably causes the most grey hairs is when a photograph's original caption obligingly states the location, only happens to get it wrong. One of the pictures frequently used to depict American troops on their way towards embarkation for the Normandy invasion is a case in point. I had wanted to use it in issue 44 on the preparations for D-Day but in spite of many hours spent on two separate occasions, and asking numerous people, we just could not find where it had been taken. The wartime caption submitted by Signal Corps photographer Schillinger describes 'GIs armed with equipment are on their way to the hards and landing craft at Tor Bay, England, 3 June 1944' and it has appeared in many books as 'Torbay', the town of that name being one word, the bay itself two words.

The water seen in the picture is too narrow to be the bay and reference to a map beforehand led me to assume that it was either somewhere along the Kingsbridge Estuary to the south or, more probably, the River Dart to the north. Several 'hards' still remain in the area (e.g. page 6 of issue 44) yet examination of *every* road in these areas drew a blank. Running out of time, the picture remained unpublished, for unless I can establish the correct location I will not use a photograph in *After the Battle*.

During the recovery operation of the Sherman DD at Slapton in May 1984 I put the challenge of its location to our author of that story, Steve Casely. He promptly took up the gauntlet and I let him have the original, by now well-worn print. In November he casually sent me a sequence of photographs with a brief note: 'Tell me, does this earn me a set of *After the Battle* wings?' After examining the prints and a map I was somewhat astounded at Steve's achievement as the correct location turned out to be over 100 miles away in Cornwall! Needless to say Steve got his wings.

The map accompanying Steve's letter indicating the true location a hundred miles away at Helford Passage, Cornwall, where a concrete road was laid around the shore to Polgwidden Cove on the Helford River.

Steve's detailed evidence: *Above:* **Top of the fallen gate post with the fixing hole for the hinge.** *Below:* **Close up of nail head still embedded in the right-hand tree at the position of the top of the HALT sign.**



After Orris Johnson's Sherman had been recovered in May 1984 and preserved by the Fertan process, it was set up in a landscaped area at Torcross facing the sea from whence it came. (Photos by Steve Casely.)

A rainy windswept Friday, November 9 saw its dedication jointly by Lieutenant Colonel Tom Haase, Defence Attaché at the American Embassy in London, and Mr George Scott, Chairman of South Hams District Council.

Issue 40 included Denis Bateman's account of a training flight which resulted in the deaths of the pilot and three civilians at Croydon. I always find it very interesting when I receive letters from readers who were personally involved in stories we have published, especially the smaller incidents.

'It is more than likely you get sick and tired of people writing to say "I was there" in connection with your articles' wrote Sydney Fall, from Boras, Sweden. 'Well, quite by chance I picked up a used copy of No. 40 whilst poking about in a small back-street shop in this neck of the frozen north. There, staring me in the face, was a report on an incident in Foresters Drive, Wallington, one in which I was all too nearly involved.

'As a member of the London National Fire Service, 38 A1 Z HQ Communications, and being off duty that evening, I was belting the high 60s down Foresters Drive on my motor cycle. Having passed Round Straw Park, a plane dispersal area in those days, I suddenly saw a house on my right take off in small pieces, followed a split-second after I had passed by a vast "woof" of flame and crashing of falling bodies. I was so shaken that the bike and myself took nearly three hundred yards to stop. Having lived beside the aerodrome ever since it moved from Plough Lane, plane crashes were nothing new, so I ran back and helped some people out of a damaged house, being afraid the kite was bombed-up and would demolish the area. I then assisted the fire service, which had by then arrived, mainly in saving the garage of No. 47, the roof of which was well alight. I can remember being choked off by a fire officer for not wearing an axe, a piece of equipment not carried by communications bods.'

Then a letter received by Ken Small in April 1985 cleared up one important point I had been unable to ascertain before publication of issue 45 — a personal account from one of the men on the Sherman DD when it foundered off Slapton Sands:

'Last September at our reunion Tom Hyde had an issue of *After the Battle*. I read the article of how you raised the tank and had mounted it as a memorial. I was the tank commander that was sunk in the Channel' wrote Orris Johnson of Leeds, North Dakota.

'We were ready to launch when the tank ahead of me (on the L.C.T.) instead of getting in low gear went in reverse, backing into the prow of our tank. I dismounted, inspected for damage but could see none — evidently the bump had cut some of the canvas which was not visible. When we hit the water the pressure tore the canvas loose from the prow and water rushed in. It was a matter of seconds that we had the dinghy inflated and the crew abandoned the tank. The tank continued forward 15 to 20 ft. before it sank. One of the articles mentioned that the sprocket on the idler was missing. Those were taken off shortly after we started training with the D.D. tank. It was found that in sand they caused tracks to be torn. I am writing this as I thought you would be interested in knowing just how it all happened.'

We certainly were delighted to know the full story — a fitting conclusion to the erection and dedication of the Sherman as a memorial to the hundreds of American servicemen who died during the practice landings for D-Day.

As one of those who in May 1941 found themselves the butt of Operation 'Merkur', Mr D. W. Luckett of Liverpool wrote to say how interested he was in Jean Paul Pallud's account of events on the island of Crete in issue 47. For him, 'It certainly brought some memories back of those now far-off days. We were but a very small detachment of Sappers on the Chief Engineer's Staff, based very close to General Freyburg's HQ, which was known then as "Mappin Terrace" on the Akrotiri Peninsula, overlooking Canea and part of Suda Bay, and we had the Northumberland Hussars, some of the Welch Regiment and a few New Zealand Engineers as close neighbours.

'We had not long come over from Greece, having evacuated from Nauplia, near Argos, on the MV *Glenaire* and had landed with what we stood up in, carrying small arms, having lost all our heavier gear in Greece, being dumped there in the evacuation. It was in this area, on the day of the invasion, that eight German gliders came down very close to us, and caused quite a bit of havoc before they were finally overcome and made prisoners, although they were not to be in captivity very long, as events proved later!

'Shortage of our aircraft and the subsequent capture of Maleme airfield finally tipped the balance, and we started off along the road to Sphakia, the better part of fifty miles along a hot, dusty road over the mountains to what we hoped was the "way out". We finally reached some small caves, just outside the village of Sphakia, where we waited our turn to move down to the small beach, and a ship to Alexandria, but we were bitterly disappointed when the ships pulled

THIS AMERICAN SHERMAN TANK
TOOK PART IN THE D-DAY PRACTICE
LANDINGS AT SLAPTON BEACH IN
1944 WHERE IT WAS LOST AT SEA
AND THERE REMAINED UNTIL ITS
RECOVERY IN 1984
IT STANDS AS A MEMORIAL TO THOSE
AMERICAN LIVES LOST DURING THE
COURSE OF THE D-DAY PRACTICE
LANDINGS AT SLAPTON BEACH IN 1944.
THEIR SACRIFICE WAS NOT IN VAIN
BE THEY EVER AT PEACE

out in the very early hours of Whit Sunday, June 1st and did not return. Come daylight two Me 109s dived on us three times, firing everything they had at us, followed by two Dorniers that dropped AP bombs among the hundreds of lads that had collected in that gulley. Later that morning we finally surrendered to six Alpine troops that had mortared us from the crest of the hill. The carnage in that little valley was indescribable. Some hours later we began the long, slow, awful trek back to the other side of the island and to captivity that was to last for the next three-and-a-half years.

'The site of the old 7th General Hospital between Canea and Maleme had been made into a PoW camp. It resembled a vast Bedouin encampment. As the hospital had been a tented affair, and a battle had been fought around it, the tents had been reduced to pieces of burnt canvas, and it was these pieces of canvas, propped up on whatever could be pressed into service, that were used to form a shelter from the scorching sun! The one redeeming feature of this place was the side bounded by the beach, as seen in the photo on page 21 of the article, or, at least, a small piece of the beach, as it was quite a long one to accommodate the hundreds in that camp. Life there was far from idyllic; it was our "home" for three weary months, where we grew very hungry indeed, and all became infested with lice — not very pleasant at all.

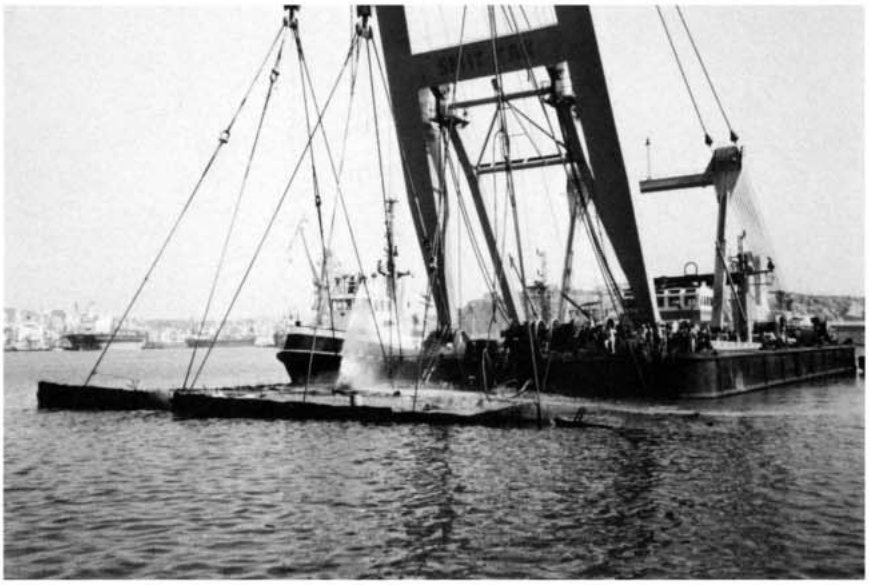
'One point of interest is that where German troops are shown dressed in tropical kit, it is, in fact, British Army issue — topee, shirts and shorts. They not only captured our food dumps, but clothing dumps also, including blankets etc., and the German troops around Canea sported topees with large white comets painted on the side, and were smoking our Players cigarettes!'

Since our Malta issue in 1975 we have commented in Nos. 25 and 35 on various developments on the island. However, Peter Thompson of Fixley, Huddersfield, and his 'long-suffering wife Margaret' were holidaying on the island recently and were able to witness and send us photographs of an historic event — the raising of the last remaining section of the *Talabot*, one of three ships of a merchant convoy which, despite coming under heavy air attack, managed to reach Valletta in March 1941, only to be sunk in a raid three days later, with most of their cargoes going down with them.

Peter writes that 'We followed *ATB* No. 10 to the "letter", including updated references in previous issues. It's stated Malta has changed considerably but we did our best to get the "atmosphere". We located all the airfields (including the one on Gozo) and saw the unusual stone walls dividing the runway at Qrendi. It is said by the locals that the reason for the walls was to make the land into small farm holdings. Others were pleased to inform us they had worked at the various RAF bases, etc. The Maltese at Upper Barracca gardens gave a most vivid description of a Ju 88 crashing into Grand Harbour. St Andrew's Barracks are now being made into a tourist complex. There is a great deal of harbour clearance still going on; the Lascaris and Punto Wharf area is piled high with scrap recovered from the harbour.

'The highlight, however, was seeing a gigantic 800-ton floating lifting crane. Engineers ascertained that divers had been working for two months on a section of the hull of the *Talabot*, thought to have been all previously removed. The following day we were told it was hoped to raise it. Needless to say, in our hired car we got up early and completed the day's itinerary and then hurried down to the docks later in the day just in time to see the wreck break surface during the afternoon of Friday, July 26. Shortly afterwards the immediate area was cleared when unexploded bombs were found after the high-pressure hoses began to flush away all the years of sludge and growth. We managed to remain as near as possible and could just see the bombs being put into nets and then put into a dinghy and towed out to sea by a patrol boat. Next day we saw the raised hull suspended between a large tug and the lifting platform being towed towards Marsa Creek.

'Some local Maltese dock workers said that some MTB-type patrol vessels had recently been raised and dumped out at sea — Criminal! Also that there were two submarines still under water.'



Wreckage from the battle of Malta is still being cleared from the harbour. Peter Thompson was able to photograph the recovery of a part of the Talabot which has lain on the bottom since March 1941.

Over the years since issue No. 8 was published covering the battle of Falaise, which brought the Normandy fighting to a climax, the existence of wreckage from the pocket in the two scrapyards at Trun has prompted many readers to visit the town. The smaller of the two yards was cleared by 1983 by the Musée des Blindés at Saumur and we have just received news from France that the war-time wreckage in the larger remaining yard is to be auctioned around July/August 1986.

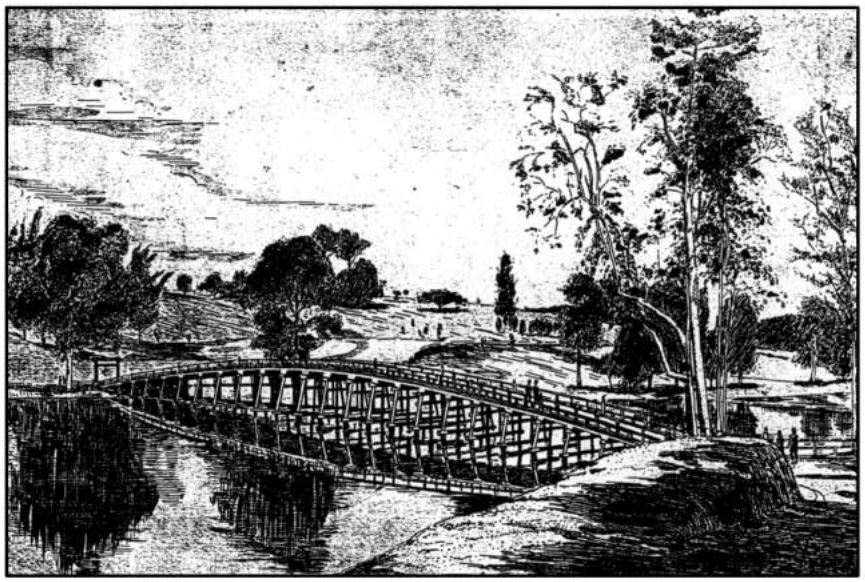
The coincidental inclusion in issue 49 of the Imber story together with the account of Europe's last VC, awarded to Guardsman Eddie Charlton, gave rise to a prompt letter from Colonel Stephen Langton, who in 1945 was second-in-command of No. 1 Squadron, 2nd Battalion of the Irish Guards. Colonel Langton had given me considerable help during my research on the Charlton story and kindly provided several of the photographs including those of the knocked-out Shermans at Wistedt. I had not discussed with him the other subjects to be included in that issue so the contents of his letter came with not a little surprise: 'I thought it might interest you that I was present at the terrible "Incident at Imber". The chap on my left was killed; the one on my right was shot through both cheeks. He was a Grenadier, now Sir Charles Villiers, lately Chairman of British Steel. He still has trouble with his articulation. I was left unscathed (but shaken!).

'Glyn Hughes was the RAMC Colonel (ADMS Guards Armoured Division). He was my family GP for many years. As a Field Hospital Commander in the First War, Hughie organised his orderlies to hold part of the line at the Somme (?). He was recommended for the VC but as he was "non-combatant" (i.e. not doing his proper job as a medic) he only got the DSO! An interesting character, and a great chap. He was, incidentally, first into Belsen when we liberated it and did tremendous work there. He was then I think DDMS 30 Corps.'

By contrast, this particular issue brought us Complaint Number Nine — from M. P. Gaudin of Basse-Indre, France, who wrote protesting about my not sticking to battlefield stories pure and simple with the inclusion of the 'dull' Incident at Imber with its 'petty details'. In my reply I said that so many casualties took place during the war in a variety of circumstances, many not in the heat of battle, that I felt that I would be failing in my duty if I did not include articles of this nature which, I believe, bring a balance to the overall conflict. You know I endeavour never to include my own opinions, or those of our authors, when describing the actual events of the time, but I do think that forty-odd years later we have the time to go into things a little deeper; to consider the nastier side; the mistakes; the accidents; the things some people would prefer to forget took place, and include items which have so far been swept under the carpet or not been publicised for a variety of reasons.

The reason why . . . For critics of the articulation of former Chairman of British Steel from 1977-80, Sir Charles Villiers, now revealed as the result of his being shot in the face by a Hurricane fighter in 1942.

Captain Hashimoto as portrayed by 'sketchy man' Gunner Will Wilder in September 1942 — a quick 'on-the-spot' tracing from the original.



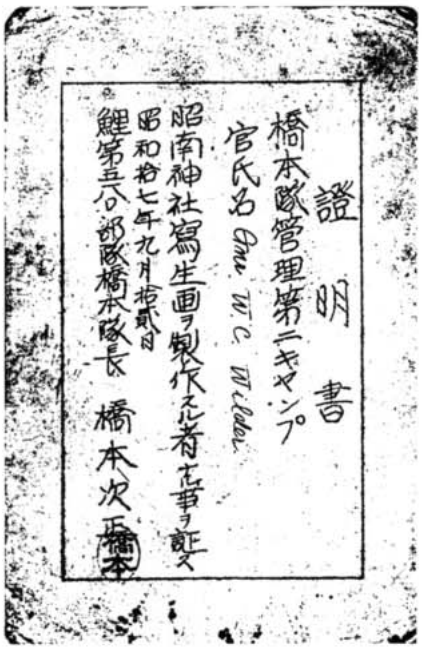
The bridge the prisoners constructed for the Japanese across MacRitchie Reservoir at Singapore (see After the Battle No. 31 pages 13/14) — another of Hashimoto's pictures drawn September 21-23, 1942 and retained by Will, now Lecturer in Art at Culham College, a schoolmasters' training college at Wallingford.

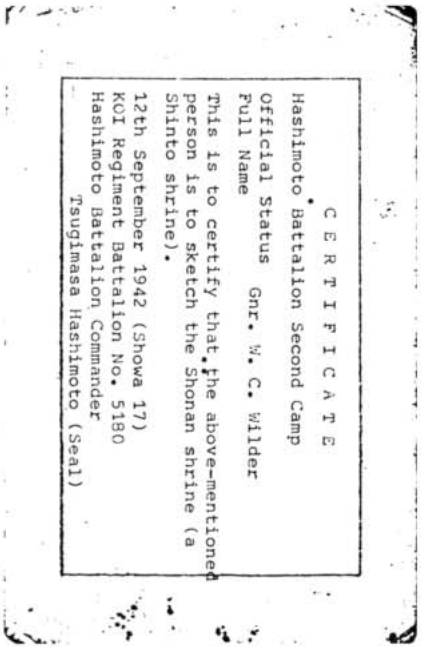
In March 1985 the beautiful calligraphy of a letter from William Wilder of Wallingford, Oxfordshire, indicated that the writer was artistically inclined. As I read on the story unfolded:

'Only recently when visiting the War Graves Commission headquarters at Maidenhead, did I come across your excellent magazine *After the Battle*. I was particularly interested in Nos. 26 and 31 dealing with "The Death Railway" and "Singapore". As a PoW of the Japanese I recognised a number of the places illustrated. At Singapore I was fortunate enough to be employed by Captain Hashimoto to make drawings for him of the shrine; No. 31, page 15, and scenes surrounding it. I was given a pass written in Japanese to go outside Sime Road camp and dubbed "sketchy man"! On a recent visit to the Far East the British Embassy in Bangkok kindly arranged with the Japanese Embassy to translate the pass: now after 42 years I know what it says. I enclose Xerox copies of the original pass, the translation and some of my drawings. In the event, Hashimoto didn't get the originals — I fobbed him off with inferior copies — except for his portrait which he took before I could copy it, and only had time to make a rough tracing. By some miracle I managed to keep the drawings and smuggle them home, even after slaving on the railway in Thailand. The photographs and drawings make an interesting comparison.'

Will Wilder's unique drawings, together with extracts from his moving diary compiled during his imprisonment, have now been published thanks to Judy and Stuart Dewey of Pie Powder Press. For those readers interested in the Far East it is essential reading. Copies are available price £2.50 including postage direct from the publisher at 16 Lapwing Lane, Cholsey, Wallingford, Oxfordshire, OX10 9QR.

While on the subject of books, Cyril Jolly's *The Vengeance of Private Pooley* (see issue 15), out of print for eighteen months, is now available in paperback (price £5.60 including post) direct from the author at Teazel Patch, Gressenhall, Dereham, Norfolk.





CERTIFICATE

Hashimoto Battalion Second Camp

Official Status Gnr. W. C. Wilder

Full Name

This is to certify that the above-mentioned person is to sketch the Shonan shrine (a Shinto shrine).

12th September 1942 (Showa 17)

KOI Regiment Battalion No. 5180

Hashimoto Battalion Commander

Tsugimasa Hashimoto (Seal)

The pass, which reads downwards from right to left, with its translation.

Henry Wills, who contributed the feature on Britain's invasion defences in issue 14 and who appeared in the BBC 'Chronicle' series as the winner of the British Archaeological Award for 1979, has at last achieved publication of his book, *Pillboxes — A Study of UK Defences 1940*. Despite several disappointing attempts at getting his work into print, Henry stuck to his guns in wishing it to include a complete series of maps and a gazetteer listing as far as possible all the pillboxes that survive, and this publishers Leo Cooper/Secker & Warburg agreed to incorporate, making the book not only fascinating but invaluable for anyone with an interest in the subject.

Two other readers have also finally managed to get the results of their research into print. Ian Sayer's long-awaited *Nazi Gold* (No. 31) finally appeared in 1984, published by Granada, and Roland Hautefeuille has produced a remarkable book *Constructions Speciales* detailing the building and uses of the huge V-weapon bunker sites (No. 6) in northern France. Although in French, enthusiasts for this subject are strongly advised to get a copy. The easiest way is direct from the author at 18 rue de Pré-aux-Clercs, 75007, Paris. Price including postage in Europe FF265, or US $34 airmail to addresses elsewhere.

Finally, just published in America by Harcourt Brace Jovanovich is Ben Swearingen's *The Mystery of Hermann Goering's Suicide*, the full story of his research into the subject which we included in issue 44.

Mr K. Henderson of Maldon, Essex, penned a few lines to us in February 1985 to give a little more background to the Churchill recovered from Stainburn Moor (issue 46). 'As a lad of eleven, I used to go up to the moor in 1941 when it was used for battle practice. I well remember this tank being bedded down even then. We used to clamber all over and inside it, and I remember getting some fuel from it (dyed red). Of course there were no trees at all in those days and I remember some soldiers bringing up a Boys' anti-tank rifle just in front of the crag and firing at another Churchill some way off. This tank on firm ground was also disabled. Afterwards we got inside it and I seem to remember holes in the turret. Anyway, we often used to go back to these tanks, only the two as I can recall, a rather dangerous occupation as the whole area was littered with 3-inch mortar shells!'

In January 1985 Rick Kermon wrote from Imaes-y-Delyn, Holyhead, Anglesey to tell us of another wartime relic rotting away in his area. 'These photos are of the old Holyhead pilot boat — ex-German Navy WWII of the type carried by capital ships. It was given as war reparations to Blue Funnel Line and operated as a pilot service for their ships on passage to and from Liverpool till the early 1970s. It was then bought by the local pilot, Mr C. Jones, who sadly is now in an old folks' home and the vessel has been left to rot. It has been out of the water about four years. Some local fishermen were going to restore it but sadly they and their fishing boat were lost last winter. It has now been left to the ravages of vandals and the weather. Possibly one of your readers would be interested in saving it.'

From David Bell, a Scot at present working in London before going on to University, comes news of the remains of a prisoner-of-war camp at a tiny place by the name of Leitfie, near Blairgowrie, in the north of Perthshire — one of the many camps that housed the 100,000 or so German and Italian prisoners held in the United Kingdom (see issue 17). Despite demolition, 'a large number of huts exist', he writes, 'a lot of them in quite reasonable condition, and one large tower. In one of the huts two murals on the wall seem to hold a definite Italian style. It was a dreadful day when the photos were taken, and they are slightly over-exposed. The camp site is actually on a small estate; the house can be seen in one of the photos. Wooden door signs can still be found on building fronts, and some are locked. My father is standing in the photographs by the way.'

Preservation of the McDonald ranch house on the White Sands missile range at the Trinity Site, New Mexico, where the final fission assembly took place in July 1945 for the first test explosion of the atomic bomb, has now taken place and it no longer stands 'abandoned, vandalised and mouldering' — the sorry state to which it had once deteriorated as described in issue 41. Restored during 1984, it is now open to the public annually on the first Saturday in October.

The moving spirit behind its restoration was the White Sands range commander, Major General Niles Fulwyler who, when he assumed command in 1982, saw to it that work was carried out to prevent further damage, and resolved to get the house restored during his time there as befitted its historic importance. General Fulwyler contacted the Department of Energy and the National Park Service, and an agreement was quickly struck whereby the Department and the US Army would provide funds for the Park Services's experts to undertake the work, with factual information about the house as it was in July 1945 being provided by the Department of Energy, and all efforts directed towards making it appear as it did on the 12th and 13th when the scientists put together in the 'assembly room' the two hemispheres of plutonium, or P-239, and the initiator.

The ranch house and its outbuildings, typical of those built in this part of New Mexico and dating from around the turn of the century, stand on about a three-acre site, the house itself being surrounded by a low stone wall. Of adobe construction, plastered and painted, the house received a stone addition probably in the 1930s, and at the rear is a semi-detached ice-house building. To the east of the house, beside a Chicago Aeromotor windmill, one of two large water storage tanks was used by the scientists and others working on the project as a swimming pool.

The ranch had been abandoned in 1942 when the Alamogordo Bombing Range took over the land to use for training World War II bombing crews, and the house stood empty until the arrival of the project's support workers in early 1945. At the ranch house they built a ramp from the gate onto the front porch which was used for moving equipment and crates into the house. A support frame was built at the gate to be used in unloading trucks.

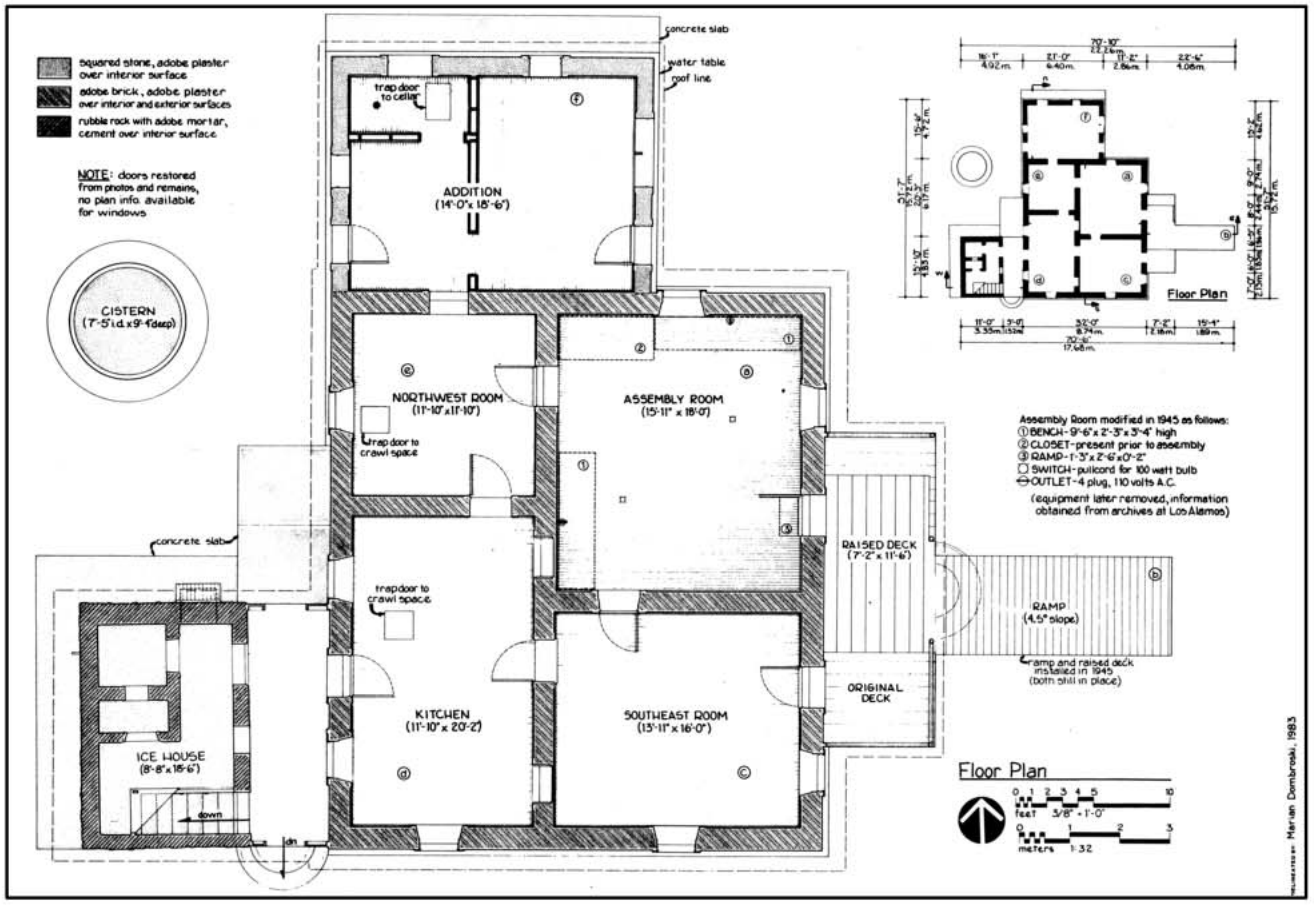
Inside the house the north-east room was designated the assembly room. Work benches and tables were installed. To keep dust and sand out of instruments and tools, the windows were covered with plastic, with tape being used to fasten the edges and to seal doors and cracks in the walls. Before the restoration, small patches of tape and plastic

The remains of Blairgowrie camp pictured early in 1985 by David Bell. As it does not appear on the official list of camps at disbandment, it must have been abandoned prior to 1947-48. Perhaps one of our readers can identify the location depicted in the mural.

were still present. The explosion did not significantly damage the house. Most of the windows were blown out, but the main structure remained intact.

At a dedication ceremony on November 20, 1984, General Fulwyler told those present, 'Few places in the world have greater significance than this landmark, for it was here that man perhaps has made his greatest technological achievement — the loosing of a secret of the universe hidden since creation itself.' The $62,000 left over after the $300,000 renovation project, he explained, would be used for the maintenance and preservation of the ranch house for future generations 'because', he said, 'regardless of how you feel about nuclear energy, we live in a nuclear age . . . it's impossible to put the atomic genie back in the bottle. The challenge is to use this miraculous phenomenon to serve all mankind. It offers our best hope for the future. . . .'

The McDonald ranch where the first atomic bomb was assembled prior to the Trinity test: *above* as it was and *bottom* after restoration and dedication in November 1984.


squared stone, adobe plaster over interior surface
adobe brick, adobe plaster over interior and exterior surfaces
rubble rock with adobe mortar, cement over interior surface
NOTE: doors restored from photos and remains, no plan info. available for windows
CISTERN (7'-5" i.d. x 9'-4" deep)
concrete slab
water table
roof line
trap door to cellar
ADDITION (14'-0" x 18'-6")
NORTHWEST ROOM (11'-10" x 11'-10")
trap door to crawl space
ASSEMBLY ROOM (15'-11" x 18'-0")
RAISED DECK (7'-2" x 11'-6")
RAMP (4.5° slope)
ramp and raised deck installed in 1945 (both still in place)
ORIGINAL DECK
concrete slab
trapdoor to crawl space
KITCHEN (11'-10" x 20'-2")
SOUTHEAST ROOM (15'-11" x 16'-0")
ICE HOUSE (8'-8" x 18'-6")
down
dn
Assembly Room modified in 1945 as follows:
① BENCH - 9'-6" x 2'-3" x 3'-4" high
② CLOSET - present prior to assembly
③ RAMP - 1'-3" x 2'-6" x 0'-2"
SWITCH - pullcord for 100 watt bulb
OUTLET - 4 plug, 110 volts A.C.
(equipment later removed, information obtained from archives at Los Alamos)
Floor Plan
feet 3/8" = 1'-0"
meters 1:32
Drawn by Marian Dombroski, 1983

STATE OF NEW MEXICO—DEPARTMENT OF PUBLIC HEALTH

File No. 13768

DEPARTMENT OF COMMERCE
Bureau of the Census

STANDARD CERTIFICATE OF BIRTH

Registrar's No.

1. PLACE OF BIRTH:
(a) County Sandoval
(b) City or town Rural (If outside city or town limits write RURAL.)
(c) Name of hospital or institution U.S. Engineer Hospital (If not in hospital or institution give street number or location)
(d) How long was mother in hospital or institution before delivery? 3½ hours
(e) How long was mother in this community before delivery? 1 year, 1 month (Specify whether years, months or days)

2. USUAL RESIDENCE OF MOTHER:
(a) State New Mexico
(b) County Sandoval
(c) City or town Rural (If outside city or town limits write RURAL)
(d) Street No. P.O.Box 1663, Santa Fe, New Mexico (If rural give location)

3. Full name of child Francis Gilman Blake
4. DATE OF BIRTH: August (Month) 31 (Day) 1945 (Year)
5. Sex: Male
6. Twin or triplet - - -
6a. If so—born 1st 2d or 3rd - - -
7. Number months of pregnancy 10 lunar months

FATHER OF CHILD
8. Full name Francis Gilman Blake
9. Color or race White
10. Age at time of this birth 28 yrs
11. Birthplace New York City, New York (City, town or county) (State or foreign country)
12. Usual occupation Engineer
12a. Social Security No.
13. Industry or business

MOTHER OF CHILD
14. Full maiden name Marion Alice Wilson
15. Color or race White
16. Age at time of this birth 29 yrs
17. Birthplace Seattle, Washington (City, town or county) (State or foreign country)
18. Usual occupation Housewife
18a. Social Security No.
19. Industry or business

20. NUMBER OF CHILDREN BORN TO THIS MOTHER NOT INCLUDING THIS BIRTH
(a) No. other children now living 1
(b) No. other children born alive but now dead 0
(c) No. other children born dead 0
(d) TOTAL OTHER BIRTHS 1

21. Parents' mailing address for registration notice: P. O. Box 1663, Santa Fe, New Mexico

22. Were drops put in eyes to prevent blindness within one hour of birth? Yes Or later? If so, what? AgNo3

23. I hereby certify that I attended the birth of this child who was born alive (Alive or dead) at the hour of 4:30 p.m. on the date above stated and that the information given was furnished by Marion Alice Blake related to this child as mother.

24. Date filed Sept 18, 1945
25. Registrar's signature
26. Date on which given name added by Registrar

Attendant [signature] JOSEPH H. STOUT, Capt., M. C.
M. D. or [illegible]
Date signed 14 September 19

Address P.O.Box 1639. Santa Fe. NewMexico

THIS CERTIFICATE IS DUE TEN DAYS AFTER BIRTH

Its not often, indeed it is the first time, that a reader has sent us a copy of his birth certificate but Francis G. Blake's sent in response to issue 41 was rather special as he was born at Los Alamos in August 1945. His father worked on the bomb's triggering device and Francis comments that 'if mother's pregnancy were not near my delivery date, father would have been on the B-29s helping arm the bombs over Japan'. It is interesting to note that the security aspect of the Manhattan Project was even carried through to birth certificates: the place unstated, merely 'rural', his father's occupation loosely described, and the common mailing address.

I must extend my apologies to John Giles, founder of the Western Front Association in November 1980, for not making mention of that organisation in my piece on battlefield tours in No. 39. My thinking at the time was more Second War orientated but for those readers interested in the Great War then of course the work of the Association is an important contribution to the study of the 1914-18 conflict. Its aims are 'to perpetuate the memory, courage and comradeship of those, of both sides, who served their country in France and Flanders during that era. It does not seek to glorify war, and is not a re-enactment society, nor is it commercially motivated. It is entirely non-political and welcomes people of all ages as members.' For more details please write to John at Guilton Mill, Poulton Lane, Ash, Canterbury, Kent, CT3 2HN.

As to my slips, Mr L. F. Juraszko writing from Woolloongabba, Australia, brought my attention to the picture on page 19 of issue No. 42:

'The caption indicates that Pte William Zukerbrow shelters behind a German 47mm Pak. This, I am afraid, is incorrect, as the weapon is a single barrel 20mm Flak with splinter shield, the barrel having been removed. The shell cases in the right foreground might have caused the mistake, as they would seem to be from a larger weapon. The top photo on page 24 again refers to this weapon as an "anti-tank gun". No doubt you are aware of the fact that the 20mm could and did fire AP rounds although the penetration effect was long way off from the damage a 47mm round would do. However, I am not a weapons' expert having served for a short time towards the end of WW2 in a Wehrmacht Panzer Recce Battalion, but I did handle 20mm weapons and did see 20mm Flaks as mentioned above.

'I am enclosing a copy of one of the *few* photos that I managed to keep, with our "Spiess" (RSM) in the turret, where the thickness of the barrel adaptor just jutting out from the turret aperture can be seen. This is the part that is visible on the photo on page 19 of issue 42. The vehicle in the photo is a 6×4 Panzerspähwagen, and I think the correct "jargon" is a SdKfz 238.

'By the way, I live near Camp Cable that used to be the base for the 1st US Marine Division, now completely overplanted with a pine forest. It was used also, I believe, after the Yanks left by the Aussie Army. Whilst training in the area with the RAAC in 1968 prior to my going to Vietnam, we came across concrete slabs that were building foundations, a railway spur line with bridges, and concrete settling ponds for sewage, etc. Having spoken to the Chief Forest Supervisor just recently, all this is gone by now, and only a commemorative plaque remains where the main entrance used to be. Maybe some of your US readers could give more data on this camp that I was told was HUGE!'

Wim Dirks wrote from Hulsberg in the Netherlands (not to be called Holland as I have had pointed out to me politely by one Dutch reader) asking for more information on a Sherman tank turret which is to be seen at the side of Klingelbeekse Weg in Arnhem. He said that a local farmer had told him that a tank battle had been fought in the area and that afterwards all the knocked out tanks were blown up except for this one which, being close to a house, was left half buried.

I remembered seeing the turret when we researched issue 2 in 1973 and I contacted local expert Robert Voskuil for more information. Robert tells me that it is part of a concrete blockhouse built several years *after* the war. It once formed part of a Dutch Army defence line which, although no longer used, remains in some places still to be seen — and obviously to confuse!

I am always saddened to hear of the deaths of those people who have helped me in my research, who by now must number many hundreds, but none was more unexpected than that of Captain Guy Waller of the 3rd Battalion, The Queen's Regiment, killed in an accident with BAOR on June 23, 1983. Guy was an ardent enthusiast of *After the Battle* and was working on a fascinating project for us at Fallingbostel where his unit was based. Captain John Russell sent me the short article which closes this issue, dedicated to the memory of his brother officer and close friend.

Picture received from Mr L. W. Juraszko who served with German forces in World War II and the Australians in Vietnam.

Rusting relics. *Above:* **Midget submarines in Scotland by courtesy of Norman Booth and** *below* **the remains of a Comet (technically a Cruiser Tank, Comet, A34) of 1944/45 vintage at Theddlethorpe from Mr D. L. Cunningham.**

I am always conscious of the need to try to strike a balance between the various theatres of war and have been well aware of our failings with regard to the Soviet Union and North Africa. This has not been for the lack of trying but so many countries these days view a man with a camera with suspicion. Therefore I am especially pleased to present our break-through on the Eastern Front in this issue. We have also had a stroke of good fortune in Libya — long closed to British reporters yet so important in the North African campaign. You will see the results soon.

Finally, in these follow-up features I always like to leave readers with details of some relics that can still be seen today and I am indebted to three readers for those illustrated here.

First to Norman Booth of Edinburgh for sending photographs of what he believes are the remains of two midget submarines on a tidal sandbank off the Aberlady Bay Nature Reserve in East Lothian, Scotland. 'Local people say that they were used as floating targets during the latter days of World War II and this seems to be confirmed by the pile of concrete beach defence blocks with a loop of wire rope still attached and the .303 cartridge cases that can be found in the surrounding sand dunes', writes Norman.

Then Mr D. L. Cunningham of Rotherham sent a picture of another 'beach' relic on a former RAF range at Theddlethorpe, just south of Saltfleet in Lincolnshire. Although only a skeleton remains above the beach, its identification is not much of a problem. The picture sent me by Mr N. R. Burrows of Dunstable, Bedfordshire, though, is somewhat more difficult. He found the item on the north-eastern side of Eye airfield (Station 134 when used by the Eighth Air Force and covered in our publication *Airfields of the Eighth — Then and Now*, now in its third printing).

'I believe that this was one of the vehicles used in the construction of the airfield and subsequently abandoned', writes Mr Burrows. 'Besides this vehicle there are also the remains of other machinery, including a tipper truck and what appears to be a vehicle for laying concrete but this was severely overgrown and difficult to photograph.'

Something for our *Wheels & Tracks* friends to get their teeth into?

A what-d'you-call-it in the undergrowth beside the old airfield at Eye near Diss, on the Norfolk-Suffolk border.

THE SOVIET VICTORY IN EUROPE MAY 1945 : MAY 1985

BY ANDREW MOLLO

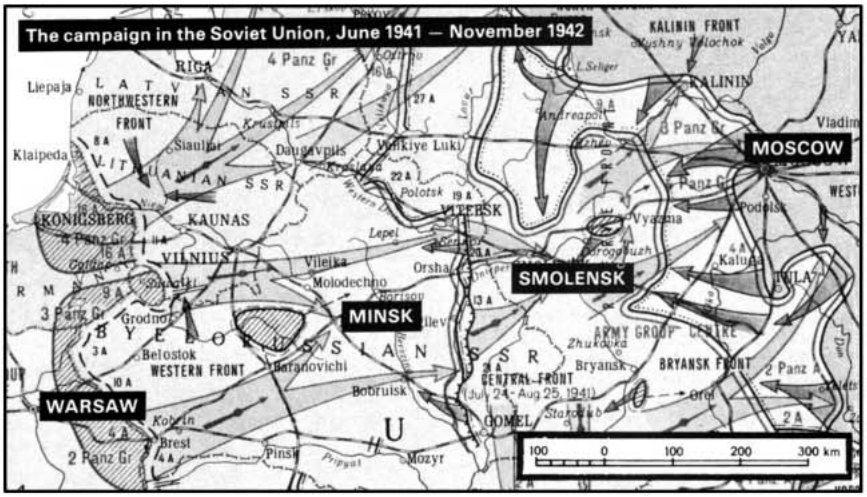
It has long been the intention of *After the Battle* magazine to devote an article to the war on the Eastern Front; and so, in 1981, following discussions with *ATB*'s Editor, I approached the London office of the Soviet Press Agency Novosti with a request for help in preparing an article about the last battles to be fought on Soviet territory, to coincide with the fortieth anniversary in 1984. The response was favourable but before arrangements could be finalised I was obliged to cancel the trip for personal reasons. Imagine my surprise and joy to hear that *ATB* had received an invitation to visit the Soviet Union and attend the victory parade to be held in Moscow on May 9, 1985.

It was arranged that the photographer Chris Barker and myself should travel to the Soviet Union on May 3, spend four days in Minsk (one of the first Soviet cities to be captured by the Germans and one of the last to be liberated) and return to Moscow in time for the Victory Parade.

I have always been fascinated by the clash of ideologies and the sheer scale of the conflict which raged in the Soviet Union for over four years, and have assembled quite a collection of photos of the war on the Eastern Front, or as the Soviets prefer to call it — The Great Patriotic War. As soon as Minsk was mentioned I looked through my files and only came up with two photographs. Moscow on the other hand presented no problems as my

Left: **Muscovites listen to the announcement of the German invasion on June 22, 1941.** *Right:* **May 1985 and a bearded Andrew Mollo recreates the scene which looks towards the Spassky Gate of the Kremlin. With him is his guide provided by the Novosti Press Agency, Igor Monichev.** *Top:* **An M.39 37mm anti-aircraft gun mounted on the roof of the Lenin Memorial Library. Unfortunately we were not given access to the roof as it overlooks the Kremlin in the background.**

The Bolshoi Theatre elegantly surveys a barrage balloon tethered in what today are handsome gardens. The theatre was built in 1821-24 and the world-famous ballet company was established the following year when the theatre took over the Petrovsky Theatre. The building was rebuilt in 1856 following a fire.



photographs fell neatly into four groups. First there were those which showed Moscow in June and July 1941 when the invaders were still far off but everyone expected the Germans to unleash a devastating blitz on the Soviet capital. Anti-aircraft guns and machine guns were mounted on the roofs of high buildings such as the Lenin Library, while barrage balloons wallowed in the sky above the Bolshoi Theatre.

As the victorious Wehrmacht thundered along the highway which ran from the Polish border to Minsk and Smolensk, Moscow was rapidly turned into a fortress. Barricades were

One of the main thoroughfares leading into Moscow, the Kutusovsky Prospect, is barricaded in depth and shows the grim determination to defend the city at all costs.

erected, firewood was stockpiled in the streets, and everywhere window panes sprouted geometric patterns formed from gummed paper which helped to reduce the danger from splintering glass.

Although there were isolated raids the dreaded blitz on Moscow never materialised, and the damage and loss of life was minimal. The Soviet view is that the air defence of the capital was sufficiently effective to deter the Luftwaffe, and this is certainly true. In fact the Luftwaffe mounted seventy-six raids on Moscow; the largest with 127 bombers and the smallest with three. But whereas Moscow should have been Germany's number one strategic target, the Luftwaffe commanders judged air support of their respective Army Groups to be of much greater importance, so Moscow was spared the fate of so many other European cities.

The second group of photographs were taken in Moscow in the grim days of winter 1941 when artillery exchanges could be heard on the outskirts of the city by someone standing in the Red Square. On October 19, with the Germans converging on Moscow from three sides and with temperatures plummeting and heavy snowfall affecting the mobility of both sides, a state of siege was announced in Moscow. By the end of the month the Second Panzer Army reached Tula (112 miles due south) but failed to take this ancient city long renowned for the manufacture of swords and other weapons. Held in the north and south the Germans made one

Above right: **These anti-aircraft guns — M.39 85mms — were emplaced in Komuna Square in front of the Red Army Theatre.** *Right:* **Today extensive building work is going on to the left while the theatre itself has been completely renovated.** *Below:* **This downed Ju 88 was put on display in Sverdlov Square.**

Reminiscent of London in the Blitz, Muscovites also took shelter in their underground system. The Metropolitan (Metro) network essentially follows the street plan and was begun in 1935, its stations renowned for their elaborate architecture. *Right:* **The one in Majakovsky Square at the southern end of Gorki Street was used for the 24th Anniversary Sitting of the Moscow Soviet (or council) held in October 1941 and addressed by Stalin** *(below).*

final desperate push in the centre and on November 23 took Klin and then struck out to Yakroma and Krasnaya Polyana only seventeen miles from Moscow.

With the Germans hammering at the city's gates Moscow celebrated the 24th Anniversary of the October Revolution. The Moscow Council (or *Soviet*) usually held its anniversary meeting in the Bolshoi Theatre, but in this time of trial the Underground Station in Majakovsky Square was considered a more secure venue for the Chairman of the State Defence Committee Joseph Stalin to address the sitting.

On November 7 the traditional military parade was held in the Red Square, except that on this occasion the soldiers did not wear parade dress but field uniforms, and as they left the Red Square and marched up Gorki Street they headed straight for the front.

Powerful panzer forces were fighting their way along the Volokolamsk highway when, on the 18th, eleven Red Army engineers held up a force of twenty German tanks at Strokovo.

Their sacrifice, so typical of the Red Army soldier defending his homeland, is marked by probably the most dramatic of all the war memorials seen by this author.

When at the beginning of December the Germans were halted north of Naro-Fominsk, troops on all sectors of the front stopped offensive operations independently without orders from above. Despite the desperate situation of the German forces Hitler refused all requests from his field commanders to

Right: **Today the station is completely unchanged and despite the splendour and cleanliness of the Moscow Metro one is not allowed to take photographs. A militiaman materialised out of nowhere with the first flash from the camera of our photographer Chris Barker. Fortunately our Russian escort explained our purpose and we were permitted to continue. Today the network has 103 stations and some 295 miles of track.**

The Kremlin is, then as now, at the focal heart of Moscow. Its crenellated red-brick walls and nineteen towers have stood since the fifteenth century guarding the symbol of first Russian but later Soviet authority. The Spassky (or Spasskaya) Gate Tower leads directly to the Red Square which borders the Kremlin on its eastern side. Ever since the revolution of October 1917 this has been the ceremonial centre of the capital, both October and May Day parades being held on its vast expanse. When the Soviet Union adopted the 'new style' Gregorian calendar in February 1918, the revolution was henceforth celebrated 13 days later as October 26 became November 7. Its architect Vladimir Ilich Ulyanov — he adopted the pseudonym Lenin in 1901 — died in 1924. A mausoleum was constructed in the square in which to preserve his remains. Its balcony is used as a saluting base — even on the parade of November 7, 1941 *(above)* when snow-covered infantrymen tramped past en route to the front. *Below:* Naturally the historic backdrop is a must among any visitor's snapshots, as it was for these children on an outing to the Square decorated for the Victory Parade in May 1985.

The troops leave central Moscow via Gorki Street to the front then only thirty kilometres away. Today this is a bustling intersection little changed.

withdraw to secure defensive positions where the Army could rest and recuperate during the winter.

The Soviet High Command, sensing that the Germans had shot their bolt, began to plan the counter-offensive to relieve Moscow, open up communications with beleaguered Leningrad and prevent further German penetration in the south of the country.

On December 5, despite temperatures of about minus 40 degrees centigrade and deep snow, the Soviet counter-offensive tore huge gaps in the German front, notwithstanding Hitler's order to his generals to hold fast to every yard of Soviet territory.

Before the snow arrived, townspeople had stockpiled logs further along the street for use as firewood in anticipation of a long winter seige.

As a symbol of Nazi atrocities, the frozen bodies of members of the Moscow Komsomol executed at Volokolamsk were left hanging for a commemorative meeting on December 20 before being cut down.

On December 15 Klin was relieved, and on the next day Kalinin. On the 20th, after two days of heavy fighting, Volokolamsk was liberated. By the side of the main road the liberators found a gallows from which were still hanging the frozen corpses of eight members of the Moscow Communist Youth organisation Komsomol. They had been sent behind the enemy lines on November 4 to establish contact with the partisans, were captured and summarily executed by the occupiers. All were posthumously decorated with the Order of Lenin.

Early in January 1942 bitter cold, snow and exhaustion brought the first successful Soviet counter-offensive of the war to an end. The German Army, hitherto regarded as invincible, came to within an ace of disintegration. According to official Soviet figures the Germans had lost 55,000 men killed and over 100,000 wounded and frostbitten, 777 tanks and 297 guns and mortars in

Below: **Today the countryside may have mellowed since its years of pillage and death but the building in the background still remains. A statue of a boy and girl carrying firearms in a small garden of remembrance stands in memory of the youth organisation sent into action behind enemy lines.**

the fighting for Moscow. The immediate threat to the city was removed, though German forces remained only about eighty miles from the Soviet capital.

Just as the failure to take Moscow considerably lowered German morale, the success of the counter-offensive marked a decisive turn in favour of the Red Army. There were still four more years of suffering, hardship and death to endure, but a Soviet victory was now only a matter of time.

The defeat of German forces at the gates of Moscow. The Soviet counter-attack December 1941-April 1942 as portrayed in the history of the 'Great Patriotic War of the Soviet Union'.

Today there are no official cemeteries of German war dead in the Soviet Union — just six containing prisoners who died after the war. These graves were found at Klin on its capture.

Left: **Upon its liberation a happy townsman hangs a Soviet banner from the balcony of what is today a dairy.** *Right:* **Today this corner of Klin is much as it was although the balustrade is no longer extant. Andrew's intrepid guide Igor shinned up the drainpipe on the same corner to unfurl a red flag left over after the 1985 victory celebrations.**

An endless grey-green column of German prisoners passes the Byelorussian railway station on Gorki Street heading towards the centre of Moscow.

We took our matching shot from the same flat. The owner said he was quite used to photographers knocking and asking permission to take pictures from his balcony!

'Soviet youths booed and whistled and even threw things at the Germans, only to be immediately restrained by the adults; men looked on grimly and in silence; but many women,

especially elderly women, were full of commiseration (some even had tears in their eyes) as they looked at these bedraggled Fritzes.' Alexander Werth 'Russia at War'.

Rather than continuing down Gorki Street into the very heart of Moscow, the column was steered along the wide arterial road — the Sadovoye Koltsho — which skirts the Red Square.

Despite the newly constructed elevated section, we were able to pin-point the building on the right with bay windows which still survives.

Right: **Some of the German generals disembark from their coach before joining the parade through the centre of Moscow.**

The third group of photos were taken in Moscow in July 1944 following the collapse of the German Army Group Centre in Byelorussia. Between the 7th and 11th of July the Soviets destroyed two groupings of encircled German troops east and south-east of Minsk. At the close of these operations the Red Army captured twelve German generals (three corps and nine divisional commanders) and over 100,000 officers and men. By mid-July Byelorussia had been cleared of German troops and the Red Army had entered north-east Poland.

The German Army did eventually enter Moscow but not quite in the way Hitler intended. On July 17, 1944, 57,600 German prisoners of war headed by nineteen generals captured in the Vitebsk, Bobruysk and Minsk areas were paraded through the streets of

Moscow. En route, the column passed the Byelorussian Railway Station, then proceeded eastwards down Gorki Street, which leads to the Kremlin and the Red Square. But the presence of so many Fascists in such a hallowed place was not deemed appropriate and the column turned left into the Sadovoye Koltsho. There they were joined by the generals, who had been spared the exhausting march by travelling by coach, before the endless column headed by the generals in full uniform with decorations proceeded along Sadovo Spasski.

Above: **With impeccable military etiquette the German generals are given an escort of Soviet officers as they march at the head of their defeated troops along the Sadovo Spasski. The general with the Knight's Cross on the right of the first rank is the late General Friedrich Gollwitzer, commander of LIII Army Corps, captured near Vitebsk. He was released in October 1955.**

Adolf Hitler

Victory! The tumultuous reception in May 1945 as Muscovites spill onto the streets.

The fourth and final group of Moscow photographs show the first spontaneous victory celebrations as the crowds rejoice and toss a Red Army officer into the air. In the background is the Moscow Historical Museum adorned by a huge representation of Joseph Stalin, and on the left the spires and wall of the Kremlin.

On June 24, 1945, the official celebration of the victory over Fascism was marked by a huge military parade in the Red Square. It was commanded by one of the architects of that victory and one of Stalin's most able commanders, Marshal of the Soviet Union K. K. Rokossovsky. The highlight of this momentous parade was to be the casting down on the steps of Lenin's Mausoleum of two hundred captured Nazi flags and standards. The parade was formed from contingents from each of the 'Fronts' (Soviet designation for an Army Group) led by its commander and his staff. Next came a maroon velvet banner with the name of the front embroidered in yellow upon it and then the colours of the regiments and a contingent of officers and men. Other contingents were formed from the military schools, navy, aviation and security forces, as indeed they are today.

Today the 50th Anniversary of the October Revolution Square in front of the Moscow Historical Museum is still a vast open space reserved, so it would seem, for coaches and military vehicles. The blank hoardings on the front of the museum await their huge colour representations of Lenin.

After the troops had been drawn up for inspection in the Red Square and Stalin and the Politburo had taken their places on the saluting base on the Mausoleum, the parade got under way in a haze of exhaust smoke and to the sound of steel tracks clattering on granite cobbles, the clip-clopping of horses' hooves and the resounding stomp of marching feet, to culminate in the dashing of the symbols of Nazism on the red marble steps of the national shrine.

It was planned that we should fly to Moscow on May 3 and take the night train to Minsk the next evening, and so we spent the 4th trying to match up the photographs taken in and around the Red Square during the war. The photograph of the officer being tossed by a jubilant crowd was taken in the 50th Anniversary of the October Revolution Square with in the background the Moscow Historical Museum and the Kremlin. Today the view is virtually unchanged, though over the years extensive restoration has been carried out on the Kremlin and the museum has a new roof. On ordinary days the square is a vast open space and a pedestrian venturing into its middle risks the attention of the Militia (Police). We were able to match the shot of Red Army cavalrymen taken in 1945 with rehearsals for the 1985 parade.

Then we proceeded up Gorki Street to find the location of the armour waiting to drive into the Red Square. We easily found the spot but failed to gain access to an upper window. A later visit with our Soviet guide and interpreter, Igor Monichev, was also unsuccessful, so instead we decided to wait until the day of the actual parade.

The photograph of Marshal Rokossovsky on a splendid white charger was taken in the Red Square with the Kremlin behind. On the left is St Basil's Cathedral which has undergone extensive restoration since.

We hoped that we would be able to match the world-famous shots of the Nazi standards during the parade itself but in case this was not possible we took matching shots of the Red Square today. The shot of the Nazi banners dipped in salute was taken with the

Today thousands of people from all corners of the Soviet Union may be seen in an endless stream on Red Square moving slowly forwards towards the Mausoleum to pay homage to the founder of the world's first socialist state.

Lenin's tomb under guard. In order to camouflage and protect it against damage or enemy attack, this reputedly bomb-proof shelter was constructed to cover it.

Victory parade, June 24, 1945. The horse which had played such an important role on both sides in the fighting on the Russian Front was not forgotten. Here a unit of cavalry passes the Moscow Hotel before entering the Square.

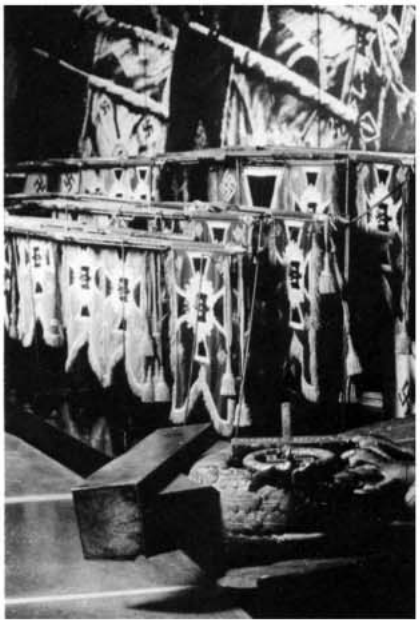
Spassky Gate in the background. This gateway is the main entrance to the Kremlin and the Militia do not like you to approach it too closely. Since the war the whole fabric of the Kremlin has been extensively restored and cleaned and the walls themselves faced with new brickwork. Finally we tried to match the shot of the standards being thrown down onto the Mausoleum steps, but the light was not ideal and we decided to leave it for another day. The Mausoleum was originally built in 1924, and some time late in 1941 or early 1942 a protective structure was erected over it to protect it from German bombs.

The story of these Nazi colours is in itself an interesting one. Troop colours or Truppenfahnen began to be presented to units of the newly-formed Wehrmacht in 1936 and continued until at least 1940. It is not known exactly how many colours were presented but it certainly ran into the hundreds and possibly even thousands. It was not customary to take colours into action although some were carried by units which were involved before the war in the so-called Flower Campaigns such as the annexation of the Sudetenland, Memel, Austria and the occupation of Czechoslovakia. In August 1944 all units of the Wehrmacht were ordered to hand in their colours for safe-keeping by their respective service museum, which in the case of the Army was the Zeughaus in Berlin (now the Museum of German History in East Berlin). Although the building was damaged by bombing, it is believed that these colours, as well as many from the old Royal Prussian Army were found there or in one of its Berlin depots.

Centre: **Meanwhile the troops have been drawn up for inspection on the huge parade ground and the Soviet premier, Joseph Stalin, and the Politburo have taken their places on the saluting base on Lenin's Mausoleum. The commander of the parade, Marshal of the Soviet Union K. K. Rokossovsky, canters onto the Square. Behind him dipped in salute are the two hundred captured Nazi standards.** *Right:* **Red Square has changed very little in the last forty years. The onion-shaped domes are those of St Basil's Cathedral. The statue to the founders of Moscow (Moskva), Minin and Pojharsky, originally stood in the centre of the square until removed to its present position.**

The Adolf Hitler standard was probably found by troops of the Red Army in the Leibstandarte barracks in Berlin-Lichterfelde. It was originally presented to the regiment at the 1933 Reich Party Day Rally held in Nuremburg, and in the years leading up to the outbreak of war five commemorative rings were affixed to the pole, marking the suppression of the SA, first manoeuvres in field-grey uniforms, entry into the Saar, into Vienna, service in the Sudetenland and occupation of Czechoslovakia. On September 7, 1940, the Leibstandarte was presented with a new standard in Metz, and the old standard was handed over to the replacement battalion for safe-keeping in Berlin-Lichterfelde.

In the immediate post-war years the colours and standard were displayed in the Moscow Historical Museum. Today the standard reposes symbolically on the huge bronze eagle taken from the Reichs Chancellery in Berlin which now forms the centrepiece of the display of captured colours in the Central Museum of the Soviet Armed Forces in Moscow.



The symbolism of the final defeat of the Nazi invader. Where the historic event was enacted today a bridal couple pose for their wedding photograph.

Minsk

Four days after the beginning of the invasion of the Soviet Union, tanks of Guderian's Panzer Group 2 penetrated into the centre of Minsk and linked up with troops of General Hoth's Panzer Group 3. Minsk was then and is now the capital of the Soviet Socialist Republic of Byelorussia — an ancient country with its own culture, customs and language. It has been fought over many times over the centuries and has known Lithuanian, Polish and Tsarist Russian rule. After the end of World War I, during which Minsk was a front-line city, Byelorussia became a Soviet Republic in 1919.

It is a large republic — roughly the size of wartime Germany — about 400 miles from west to east and 350 miles north to south. One third of its beautiful rolling countryside is covered by forest, and even today over 12 per cent is swamp. It is not difficult to see why such countryside posed problems to a mechanised army but was ideal for partisan warfare.

With the fall of Minsk Soviet forces in the Bialystok area vainly tired to break out to the east but once the German pincers closed the foundations had been laid for the first great victory of the campaign.

The German armoured columns which entered the city on June 29 found large areas laid waste by bombing, artillery fire and demolition. The armoured formations spent little time in Minsk but pushed on eastwards towards Smolensk and the prime objective — Moscow. In these vast encirclements hundreds and thousands of Red Army soldiers were taken prisoner and many thousands more avoided capture by either making their way back to the Soviet lines or hiding in woods and farms. In many areas these stragglers formed the nucleus of the Partisan Brigades which were to become such a thorn in the side of the German occupiers.

German armoured spearheads enter Minsk along Maxim Gorki Street. In the background can be seen two sets of spires. Those on the left belonging to an old Polish church still exist and are in the process of restoration, the other church being destroyed during the war. (Ullstein)

German motorised infantry drive past Government House, June 18, 1941. (Ullstein)

Above: **Taken over as the German military headquarters in Minsk, the statue to Lenin outside was torn down.**

The scene of destruction found on the liberation of the city in July 1944.

As soon as the wave of fighting passed the ruined city, a military government was established and, with the assistance of SS Einsatzgruppe (Special Action Commando) B, attempted to register the remaining inhabitants and round up Red Army stragglers and Communist Party officials. The result was that almost every male inhabitant found himself interned. For many reasons, ethnical, political and economical, Byelorussia was to suffer the consequences of Nazi 'Untermensch' philosophy and its offshoot 'Ostpolitik' more acutely than anywhere else in the Soviet Union. Byelorussia became the fief of some of Hitler's most unsavoury henchmen — people such as Kube, Nebe and Oskar Dirlewanger.

In the Nazi scheme of things Byelorussia was to receive less favoured treatment than the Ukraine. Its Slavic population was considered racially closer to the greater Russians than the Ukrainians and so the future of the Byelorussian people looked thoroughly uncertain. Had the Germans remained long enough in Byelorussia it may well have been one of the areas chosen for complete Germanisation within a generation. Politically the Germans could never make up their mind if they wanted to foster nationalism as a buffer against Muscovy, or use Byelorussia as a temporary dumping ground for 'undesirables' such as German Jews, Poles and Russians evacuated from the war zone.

In May 1985 we found the statue back in place with the building bedecked with portraits of Soviet leaders, past and present.

Wilhelm Kube, the corrupt General Commissar brought in by the Germans to rule Byelorussia, died when his White Russian maid placed a bomb under his bed.

All the great European powers ratified the General Convention on the treatment of prisoners of war and Russia was the convenor of both the Hague conferences of 1899 and 1907. Nevertheless the 'rules' of war were virtually disregarded in the war in the East. This is the memorial to the thousands of Soviet prisoners who died in the concentration camp of Maly Trostenets just outside Minsk.

In September 1941 the area of Byelorussia extending as far as the Berezina river was transferred to civil rule under the tutelage of the former Gauleiter of Kurmark and Oberpräsident of Brandenburg and West Prussia Wilhelm Kube, who before the war had been retired and briefly imprisoned for various scandals. While not as anti-Slav or brutal as other General Commissars, Kube was thoroughly corrupt and lived the life of an Imperial Viceroy, while all around him incompetence, hardship and horror held sway.

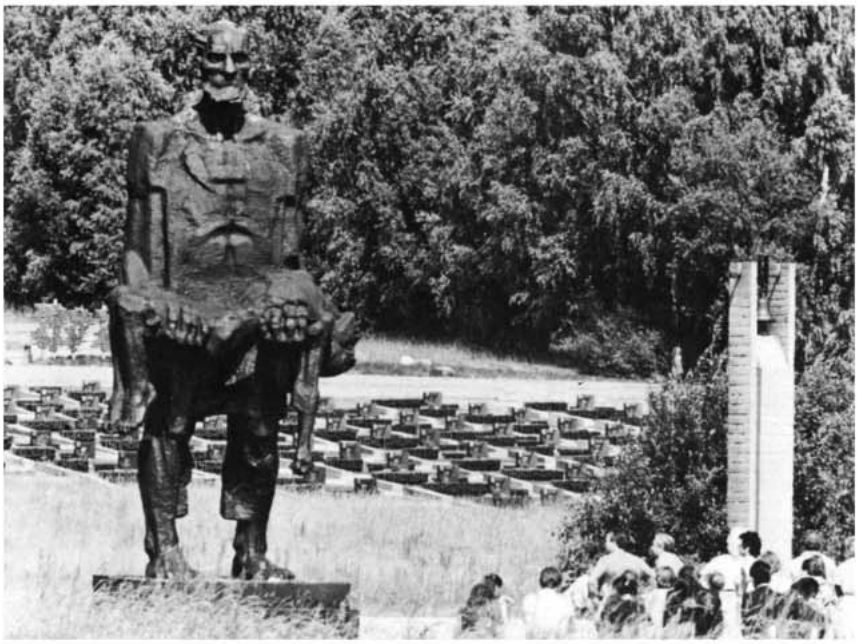
As early as July 10 reports were already reaching Berlin of the appalling treatment being meted out to Soviet prisoners in Maly Trostenets concentration camp on the outskirts of Minsk. Today there is a memorial on the site of this terrible place where thousands were left to die in squalor from disease, starvation and maltreatment.

The civilian population of Minsk was also suffering. According to a contemporary German report dated October 30, 1941, German policemen and Lithuanian auxiliaries rounded up Jews and some Byelorussians with indescribable brutality. There was shooting all over town and in several streets the bodies of the dead were left in heaps. The Jews, including artisans, were mistreated horribly under the eyes of the Byelorussians, while they too were worked over with rubber straps and rifle butts. Such incidents, and the threat of enforced labour conscription, destroyed any hopes the Germans might have had of encouraging collaboration, and left people with no choice but to flee into the woods and join the partisans.

By mid-1942 it was estimated that there were 100,000 partisans forming what Stalin called the 'second front' in the enemy's rear, and German security forces were woefully inadequate in size and quality to cope with such a threat.

The main partisan areas in Army Group Centre's sector were the forests of Bryansk and the lowlands of Polotsk. Principal targets were bridges, railway lines, the food supply system and German soldiers and officials and their collaborators. Hitler's reaction to this growing problem was not untypical: 'The struggle against the partisans in the entire East is a life-and-death struggle in which one side or the other must be exterminated.'

About thirty-seven miles from Minsk is the site of a village called Khatyn (not to be mistaken for the other atrocity site Katyn). On March 22, 1943, a special SS unit formed from released poachers from Oranienburg Concentration Camp commanded by Dr Oskar Dirlewanger descended on the village, murdered all but one of its inhabitants and burnt it to the ground. For three years the partisans of Byelorussia — who numbered some 370,000 men — waged a relentless war against the invader. By the end of 1943 the Germans barely controlled the large population centres and the roads and railways, whilst the partisans were masters of over half the republic. The security forces mounted raids into partisan-held territory and laid waste the countryside, but they never succeeded in gaining complete control.



The legacy of Nazi 'Untermensch' and 'Ostpolitik' in Byelorussia. Khatyn lies about forty miles north-east of the city and in March 1943 troops under SS-Brigadeführer Dr Oskar Dirlewanger *(left)* descended on the village and murdered 149 of its inhabitants before razing the buildings to the ground. Today the site has been landscaped as a memorial to Khatyn and the 186 other villages in White Russia put to the torch and reduced to ruins.

In May 1944 the Soviet High Command had begun to plan an offensive which would liberate Byelorussia and parts of Lithuania and Latvia. The offensive would be actively supported by the partisans, whose tasks were to disorganise the enemy's operational rear, disrupt the movement of enemy reserves and keep the Soviet High Command informed by radio of all enemy troop movements.

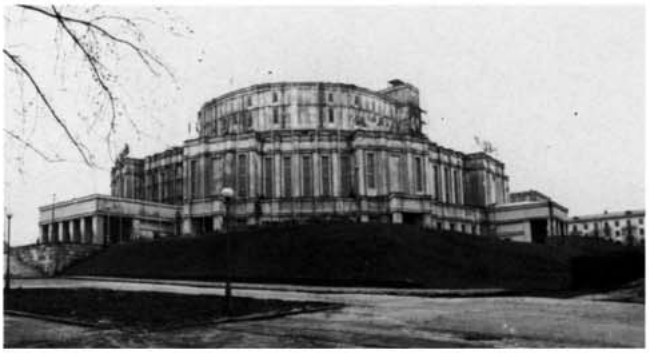
On June 23, 1944, Operation Bagration was launched and met with immediate success, and the German Fourth Army was thrown back towards Minsk while pincers enveloped the city from the north and south-east. At dawn on July 3, the II Guards Tank Corps broke into the city and the bulk of the Fourth Army found itself encircled east of Minsk. In twelve days of fighting Army Group Centre was shattered and a 250-mile long breach had been opened in the centre of the Eastern Front. The way was now open for a race to the Soviet Union's western frontier.

The Red Army soldiers riding on their tanks through the streets of liberated Minsk found few buildings still standing. Some buildings, like the Academy of Science, had survived. The Officers House was on fire. In this very building on the eve of the German invasion during the performance of a Korneichuk comedy an incredulous General Pavlov, commander of the Western Military District, was informed that 'things on the frontier were looking alarming'. He chose to see the end of the play, and a few weeks later faced a firing squad on Stalin's orders.

As our wartime photographs showed, on a hill overlooking the city was the gaunt shell of the Opera Ballet Theatre which was used by the Germans as a stable for their horses. The railway station was still recognisable amidst the destruction, but the lines were a tangled mass of twisted steel. In Soviet Street (since renamed Lenin Avenue) the Institute of Physical Culture appeared to have escaped serious damage. Another view of Soviet Street had been taken from the southern bridge — or what was left of it — with in the distance today the site of the 90-foot high Victory Column.

The Officers' Club — then as now — is the social centre for the Soviet military garrison where receptions, dances and theatrical productions are held.

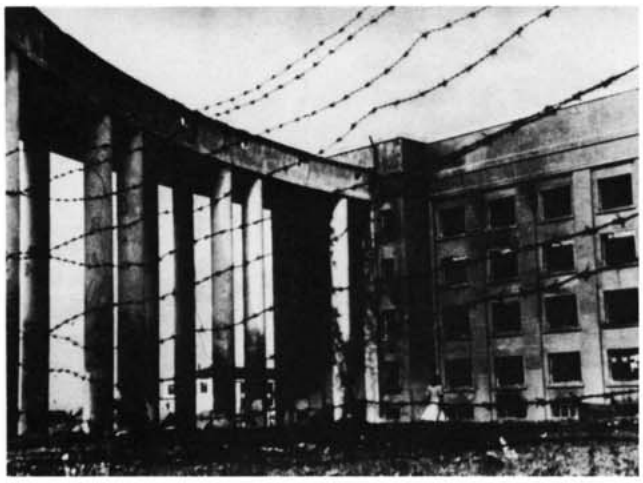
Under German tenure it became a Wehrmacht Soldatenheim. This Russian picture *(right)* was taken after Minsk was back in Soviet hands. Note the Jeep, one of the thousands supplied under the $1 billion no-interest loan granted to the USSR in November 1941, later superceded by the Master Lend-Lease Agreement of June 1942 concluded on the same 'no strings' terms as those with Great Britain and China.



The sombre shape of the Byelorussian State Order of Lenin Academic Bolshoi Theatre of Opera and Ballet still looms over the city. Considering its dominating position it is remarkable that it survived the war.

The ruined shell of Minsk railway station after the liberation of the city. When we photographed it, the facade was adorned by a huge representation of Lenin.

The Institute of Physical Culture in Leninskij Prospekt. The shacks belonging to a firm of contractors from Chemnitz are long gone and extensive re-building has transformed the avenue into a handsome thoroughfare.



The Byelorussian Academy of Sciences fully restored, now presides over thirteen seats of higher education in the city.

Above: **Looking down Lenin Prospekt over the blown-up bridge over the River Svisloc towards the centre of Minsk.** *Bottom:* **The buildings on either side of the street have been re-built: it now leads to Victory Square where the Victory Obelisk was erected in 1954.**

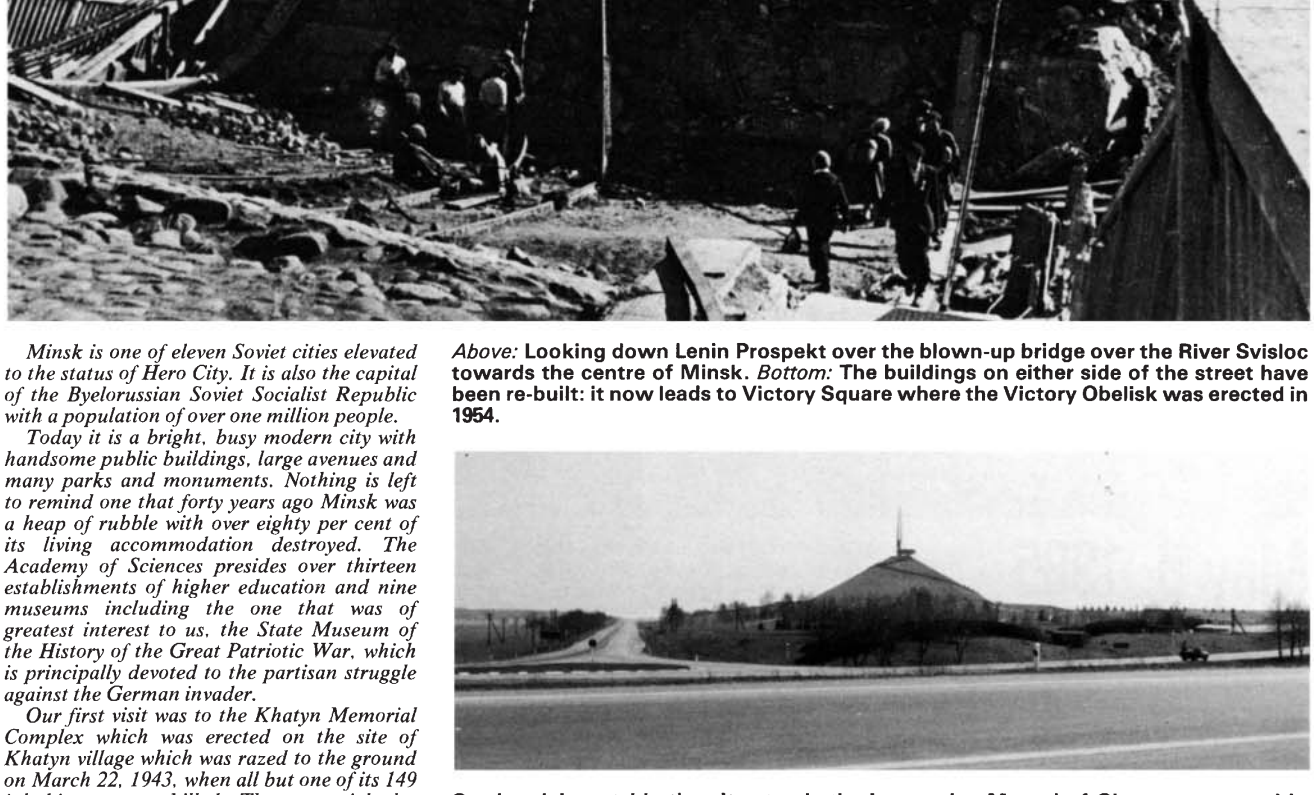
Minsk is one of eleven Soviet cities elevated to the status of Hero City. It is also the capital of the Byelorussian Soviet Socialist Republic with a population of over one million people.

Today it is a bright, busy modern city with handsome public buildings, large avenues and many parks and monuments. Nothing is left to remind one that forty years ago Minsk was a heap of rubble with over eighty per cent of its living accommodation destroyed. The Academy of Sciences presides over thirteen establishments of higher education and nine museums including the one that was of greatest interest to us, the State Museum of the History of the Great Patriotic War, which is principally devoted to the partisan struggle against the German invader.

Our first visit was to the Khatyn Memorial Complex which was erected on the site of Khatyn village which was razed to the ground on March 22, 1943, when all but one of its 149 inhabitants were killed. The memorial also commemorates the other 186 Byelorussian villages totally destroyed during the war and which no longer appear on any modern map, and the 433 partially destroyed and afterwards rebuilt. Since the memorial was inaugurated in July 1969 it has been visited by over 20 million people.

The following days in Minsk were spent visiting the war museum with its excellent open-air display of Soviet tanks, artillery and other machinery of war. We wandered the streets trying to match-up the few photographs we possessed of Minsk during the war, and spoke to four former Red Army officers and partisan veterans.

We still hoped to find some relics in situ, but we were again assured that nothing was left, every trace of the war had disappeared.



On the plain outside the city stands the impressive Mound of Glory constructed in 1969 to commemorate the forces of the four fronts which took part in the liberation of Byelorussia.

May 8, 1985

Gorki Street at 7.30 a.m. on May 8, 1985 . . . or was it? Our camera position is in the restaurant of the post-war Intourist Hotel and there beneath us in exactly the same place as forty years ago history is re-enacted.

We were unable to find out in advance any precise details about the Victory Parade since there was no printed programme or published route, nor were we, as members of the press, given a pass to enable us to move around. We decided to leave the hotel at 6.30 a.m. and made our way to Gorki Street to see if by any chance the parade still entered the Red Square from this direction, as it had done in 1945. We found that all roads leading to the city centre had been closed to traffic and only those with passes or tickets were allowed to proceed on foot.

Just as we entered Gorki Street we heard in the distance an incredible rumbling sound which seemed to gain on us as we hurried down the street. I looked back over my shoulder as the rumble grew closer and through a cloud of bluish grey exhaust smoke came a mass of tanks led by a Militia car with flashing lights. The tanks clanked to a halt just as we reached our first camera position. We turned to see the armour parked in exactly the same spot as forty years ago, and, incredibly, that the tanks themselves were the very same: T-34s and SU-100s! Behind them came modern lorries towing World War Two guns and anti-aircraft guns. As we moved off down Gorki street the crews of the T-34s were scrambling all over them with rags giving them one final polish.

The approaches to the Red Square were cordoned off and at every intersection a cordon of Militiamen and Security troops checked everyone's identity card and invitation. As one moved with the crowds heading for the square one was accompanied by the sound of tinkling medals on the chests of serving soldiers and veterans of both sexes.

Having shown our passes at least ten times we reached our stand facing Lenin's Mausoleum, which gave us a splendid view but unfortunately was on the wrong side of the square for us to match the photographs of the 1945 parade.

The various units of the Soviet Army began to enter the square led by bands and followed by contingents from the officer schools, infantry, frontier troops, internal security troops, parachutists and marines, sailors and aviation and finally the cadets from the Suvorov and Nakhimoff Cadet Schools. For the avid uniform spotter there were lots of interesting things to see. For instance the bands contained both lyres and 'Jingling Johnnies' of a distinctly Russian pattern. The standard of playing was excellent. The two formations which seemed to attract most attention were the parachute troops with their sky blue berets and the black bereted Marines. One interesting detail was the amazing sound made by the Marines as they tramped by doing the stiff-legged parade march, because concealed somewhere in the heel of their boots were tiny bells.

The parade forms up awaiting the arrival of the dignitaries on the saluting base on the balustrade of Lenin's tomb.

The leaders of the Communist Party and the Soviet state on the rostrum. Whereas the Western Allies differed over the sentiments which each felt ought to be expressed to commemorate the 40th anniversary of the end of the war in Europe, the Russians experienced no such difficulty: the parade was presented as a bold statement to celebrate their victory in the Great Patriotic War.

Once all the troops were drawn up in the Red Square facing the Kremlin and after the Soviet Premier, Politburo, Minister of Defence and the senior marshals had taken their places on Lenin's Mausoleum, the parade began. After a short speech by the Minister of Defence, the commander of the parade entered the Red Square from the Spassky Gate, standing in a sleek greyish-green Zis limousine. He then drove down the serried ranks, stopping before each contingent and shouting the greeting, 'On the occasion of the fortieth anniversary of the glorious victory over Fascism I greet you', to which the soldiers replied, 'Greetings to our commander'. On completion of the inspection the soldiers shouted three cheers and the Minister of Defence took up his position on the left of the Mausoleum from where he took the salute.

As the troops marched by, one could not but be amazed at the precision of the drill and the straightness of the dressing which would have gladdened the heart of any British drill instructor. The loudest cheers were received by the Polish and Czech contingents, the bemedalled veterans and the infantry dressed in World War Two uniforms with flowing rain

Rain capes and World War II-style steel helmets were one outstanding feature in the impressive sea of dress uniforms.

capes and glistening steel helmets. As the last contingent left the square, the T-34s led the mechanised part of the parade which in addition to the World War Two tanks and artillery included the very latest examples of Soviet Russia's military might.

Once the parade was over the spectators spilled out into the square and it was possible to rub shoulders with generals and marshals and watch as long-lost comrades greeted each other. Retired soldiers are allowed to wear uniform but without rank badges and so one saw many a middle-aged spread crammed into a uniform which was a good fit, twenty, thirty or even forty years ago.

In the afternoon we joined the enormous crowds entering Gorki Park, where every year old comrades gather to meet one another, drink and make merry. Poignancy was added to the occasion by elderly women and young children who went from veteran to veteran in the hope that one of them might know the fate of a missing relative, whose smiling face could just be seen in the fading old photograph which they held in their hands.

Nobody who watched the victory celebrations in Moscow, or on their television sets, and compared them with the modest ceremonies that took place in the West can fail to note that the tragedy of World War Two means more to the Soviet people than it does to the average Briton or American. There is a school of thought that believes that the Second World War was a continuation of the First, and the few years of peace between were simply a truce. For the Soviet people the immense joy coupled with a deep sadness is not simply the celebration of a great and historic victory, but the end of nearly half a century of suffering and sacrifice. For them, after the First World War, there was the Revolution, the Civil War, and the harshness of the two inter-war decades, and then, just as things looked as if they would improve, came the German invasion. Then followed two more decades of back-breaking toil — all of which has left its mark on the Soviet psyche, and it is only in the last two decades that the Soviet people have begun to relax and enjoy the fruits of their sacrifices and labours.

Not forgotten — veterans of both sexes proudly displaying their awards.

Today the Fascist invader is just another phantom from the past who still appears in various guises to haunt the Soviet people. Young children are told about the atrocities and horrors committed by the Fascists, young married couples lay flowers on war memorials as an expression of gratitude, and in many Soviet towns there are museums devoted to the war. But hardly anywhere is there anything to remind them that the Fascist hyena was a German human being. Apart from the captured standards in the Soviet Army Museum in Moscow there are hardly any German relics to be seen on display, and if you express an interest in seeing things which may not be on display, your request is greeted with incredulity. One can only come to the conclusion that this policy of dehumanisation is deliberate. The Fascist invader of forty years ago is today not seen as an ordinary German, but as anyone reckless enough to try once again to invade the Soviet Union. This phantom embodies not only the suffering caused by a foreign aggressor but the hatred of everyone who has been responsible for the suffering caused to the Soviet people in this century.

I was still desperate to find some relic of the war in situ, such as a crumbling German steel helmet lying in a field, or the rusting hulk of a long-forgotten German tank. I was assured that no such things existed. Soviet industry needed every ounce of steel during and immediately after the war, so wreck recovery was prompt and thorough and nothing was left lying around. There are occasional instances of someone stepping on a wartime mine, and of children bringing home bits and pieces which they have found whilst playing in some woods, but World War Two archaeology as a hobby does not yet appear to have reached the Soviet Union.

All that remained to be done on our last three days in Moscow was to visit two towns where battles had raged during the Soviet counter-offensive in November and December 1941

The first town to be visited was Klin, birthplace of the composer Tchaikovsky, where one of our photographs had been taken on the day the town was liberated on December 15, 1941. We found the building without much difficulty, only to find a red flag (left over from the victory celebrations) hanging in almost the same position as the one in our photo.

The following day we drove to Volokolamsk, about thirty-seven miles from Moscow, hoping to find the location of the gallows on which the eight Soviet youths belonging to Komsomol had been hanged.

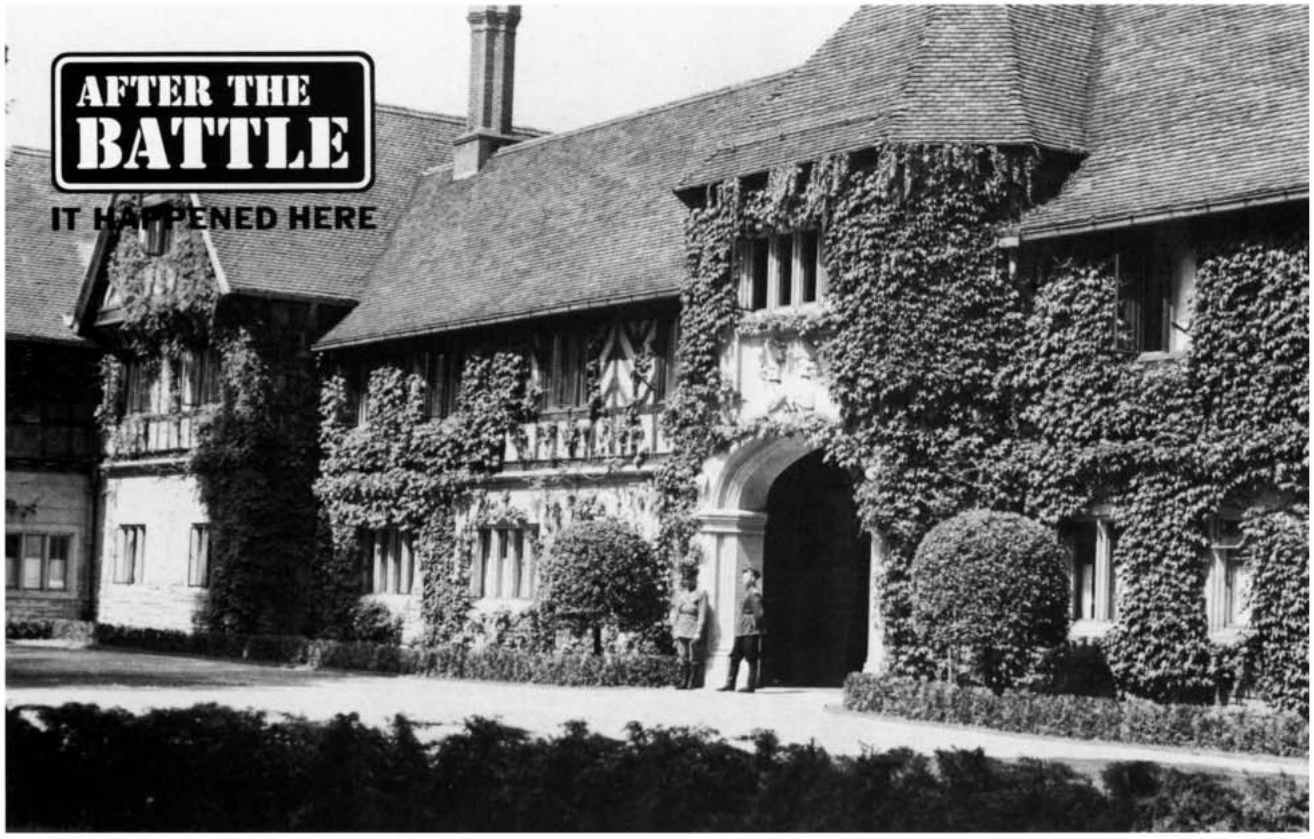
Volokolamsk on the road to Moscow — then and now.

The weather was hot and the journey seemed to take hours in the heavy traffic, but suddenly the war memorial illustrated on our front cover came into view, and there, lo and behold, was my German tank, or rather assault gun! It was not rusty and it was not lying in a field, but painted field-grey and embedded in concrete, at a place where on November 18, 1941, eleven Red Army engineers held up the German advance on Moscow by destroying twenty tanks.

One of the two wartime photographs of Volokolamsk showed Red Army tanks at a crossroads in the centre of the town. On the right you can just see the faint outline of a church spire. Today the town is little changed and matching the photograph was easy. However the gallows photo was not. The wartime photo was taken soon after the town's liberation on December 20, 1941, after the bodies had been cut down and laid in the snow. We came to Volokolamsk in bright sunshine and everything around the memorial was green. At first I was convinced that the monument had not been erected on the exact site of the gallows, but local people insisted that it was. As Chris and I circled the monument I spotted the distinctive roof-line of the building in the centre of the photo. It is still there and completely unchanged.

On the way back we tried to match a photo of wrecked German vehicles on the Volokolamsk highway, but although we found many similar cottages, there was nothing in the wartime photo distinctive enough to enable us to identify the exact location. As we continued our journey to Moscow we came to the memorial erected in 1966 to show how near to the capital the Germans got — just fourteen miles.

Here the invader was stopped, symbolised in this dramatic monument just fourteen miles from Moscow.



THE JAPANESE SURRENDER

By Major-General EDWARD FURSDON

As early as February 1944 the Japanese Emperor's thoughts had turned to ways of ending the war yet the existence of a treaty with Germany, in which both agreed not to make an independent armistice, precluded any idea of breaking an international commitment. In February 1945 Manila fell and although senior Japanese statesmen agreed that peace was desirable, not until May, with the sinking of Japan's newest and biggest battleship, Yamato, did General Umezu, Chief of the General Staff, inform His Majesty that a reversal of Japanese fortunes was no longer possible. Although Germany was now out of the war, the dishonour of laying down their arms spurred on individual officers and men to fight to the death. In July the Three Power Conference was convened in the Cecilienhof Palace *(above)* in Potsdam at which a declaration was issued to Japan to surrender unconditionally or face 'prompt and utter destruction' — a veiled reference to the use of the atomic bomb which had been successfully tested ten days previously. (See After the Battle No. 41.)

The Japanese surrender was a complex and lengthy process. Fighting had gone on in wide and disparate areas and more than a million leaflets telling the Japanese troops how to surrender were dropped by air on known positions. In one instance, instructions were put on a railway wagon and shunted down the line to a Japanese-held area. Even so, the war went on in some places for weeks after the signing of the surrender documents, and in isolated places the guns did not finally fall silent until well into October.

It was on August 19 — ten days after the dropping on Nagasaki of the second atomic bomb and five days after the unconditional surrender on August 14 — that a team of Japanese envoys left Tokyo to discuss the surrender arrangements. Led by Lieutenant-General Kalabi Takashima, Vice-Chief of the Japanese Imperial Staff, they went to General Douglas MacArthur's headquarters in Manila. The General had been made Supreme Commander for the Allied Powers with authority to make the surrender arrangements.

As the Tokyo team set off to see General MacArthur, a personal representative of the Emperor left to instruct General Hyotaro Kimura to surrender his forces in Burma.

Plans were soon being made, too, covering the surrender of Japanese forces in Java, New Guinea and the Solomon Islands, and those opposing General Chiang Kai-Shek's Chinese forces in Western Hunan Province. General MacArthur decreed that the Japanese in Hong Kong would surrender to Rear-Admiral C. H. J. Harcourt of the Royal Navy.

Today the old palace of ex-Crown Prince William of Hohenzollern is a tourist attraction outside Berlin in the Eastern Zone of Germany.

On August 20, Lieutenant-General Sir Montagu Stopford, GOC Twelfth Army, ordered the Commander of the Japanese Burma Army Area, General Kimura, to cease hostilities immediately and make arrangements to surrender.

Following the order of Admiral Earl Mountbatten, Supreme Allied Commander, South-East Asia, to Field-Marshal Count Hisaichi Terauchi, Supreme Commander of the Imperial Japanese Forces Southern Regions, a Japanese delegation from his headquarters in Saigon, led by his Chief-of-Staff, Lieutenant-General Tokazo Numata, arrived at Mingaladon Airfield, Rangoon, on August 26 for talks before the signing of a preliminary surrender agreement. Six Spitfires and an L5 light spotter plane escorted the two silver-painted Japanese 'Topsy' aircraft in to land, both bearing the specially-agreed green cross code-markings on their underwings.

General Numata, short and wearing black-rimmed glasses, Admiral Kaigyo Chudo, Deputy Chief-of-Staff, and Lieutenant-Colonel Moro Tomuria were all dressed in drab khaki uniforms. The collars of their open white shirts were worn outside their tunics, their high field boots were immaculately polished, and all carried swords. They did not salute.

While the 22-strong Japanese team were being taken to a nearby tent to be searched for poison and weapons, a security team of Flight Lieutenant Carr of Shrewsbury, Flight Sergeant Durrant of Luton, Armament Warrant Officer Rice of Gosport and Sergeant Wattens of Glasgow searched their aircraft.

The delegation was then marched across to where Major-General W. S. Symes, GOC Southern Burma, was waiting to receive them. Their escorts, from the Royal West Kent Regiment, were Privates J. Dutton of Stoke-on-Trent, F. Fisher of Bow, London, G. Dickson of Bromley, Kent, and J. Howell of Southend. After a brief introduction, the Japanese were then driven off under military police control in three station wagons, with blinds drawn down, to their accommodation. They were followed by an Army 3-tonner carrying their kit and the rations they had brought with them of corned beef, rice, cucumber and raisins. Captain Brian Selwyn and his men from the Durham Light Infantry were the guards on the two houses which were enclosed with barbed wire and floodlit by night.

As the final talks began in the Throne Room of Government House, it soon became apparent that the Japanese team had come in a mood to bargain over and comment on Mountbatten's terms of surrender. Lieutenant-General Sir Frederick ('Boy') Browning, Mountbatten's Chief-of-Staff who led the Allied team, acted quickly and firmly. He allowed no discussion whatsoever of the actual terms laid down and permitted only genuine questions of clarification and amplification.

The preliminary agreement, originally to have been signed at 6.00 p.m. on August 27, was eventually signed at 1.00 a.m. on August 28. Instructions were then sent through Field-Marshal Count Terauchi to all his senior Japanese field commanders that they would forthwith obey and assist the British commanders of the re-occupying forces.

Peter Eastwood, then a reporter with the Forces' newspaper, *SEAC*, and now Managing Editor of *The Daily Telegraph*, was present at the signing ceremony. He intrigued Lord Mountbatten by writing at the time that the Throne Room of Government House, with the Union flag, the Stars and Stripes, and the Chinese, Dutch and French flags draped from its balconies, and specially fitted out with 12,000 candle-power floodlights, 'looked like a Hollywood film set'. Mountbatten complained mildly to *SEAC*'s Editor-in-Chief Frank Owen that all his life he had tried to live down his play-boy image; and even now, when as a sailor on horseback he had defeated the Japanese Army in Burma, he was still stuck with it — with 'a Hollywood style' surrender.

Unlike Europe, the Pacific theatre of operations never had an overall supremo as the vast area was divided up into separate commands; thus there was no one man to whom a Japanese surrender would automatically devolve. When the Joint Chiefs reorganised the Pacific in April 1945, General Douglas MacArthur was designated 'C-in-C US Army Forces in the Pacific' with Admiral Chester Nimitz in charge of the Navy. The Twentieth (Strategic) Air Force was commanded by General Henry Arnold from Washington while Supreme Commander of South-East Asia was Lord Louis Mountbatten. By August the surrender of Japan appeared to be only a matter of days away, and President Truman chose MacArthur for the appointment of Supreme Commander for the Allied Powers in Japan, a decision confirmed by Britain, Russia (which had declared war on Japan on August 8) and China on August 12. When Radio Tokyo broadcast two days later that the Japanese had decided to accept the Allied terms, MacArthur instructed Japan to send an advance delegation to his GHQ in the Rosario Apartments in Manila. There they met *(above)* with his Chief-of-Staff Lieutenant General Richard K. Sutherland who presented the Japanese with the formal terms of surrender. (IWM)

For the signing ceremony, a small lonely table with three hard-backed chairs was set out for the Japanese. The three, Lieutenant-General Numata, Rear-Admiral Chudo and Lieutenant-Colonel Tomuria, marched with dignity to their table, took off their caps and stood stiffly to attention whilst the Press photographed them. The Allied delegates then entered under a large Union flag.

General Browning, dressed in a jungle-green bush shirt, came in last and sat at the centre of a long table. Rear-Admiral W. B. Patterson, from the East Indies Fleet, was on his right. After General Browning had briefly explained the terms of the agreement, Brigadier J. G. Nicholson of the Intelligence Staff took the papers over to the Japanese.

General Numata took off his black-rimmed glasses before looking them through — then quickly dipped a pen into the inkwell and signed. Beside him, Admiral Chudo and Colonel Tomuria sat to attention looking straight ahead with faces devoid of expression. The papers were returned to General Browning, who signed them with his fountain pen, and then back to General Numata again for the affixing of Field-Marshal Count Terauchi's seal. The ceremony was over.

The earliest major surrender concluded was that at Rangoon on August 28. On the left General Numata sits in the centre flanked by Lieutenant-Colonel Tomuria on his left and Rear Admiral Chudo on his right. Lieutenant-General Browning sits just to the right of the microphone with Lieutenant-General Sir Montagu Stopford to his rear left. (IWM)

FORMAL JAPANESE SURRENDERS

Compiled by Richard Fuller and Ron Gregory

ANDAMAN & NICOBAR ISLANDS	October 9, 1945	Vice-Admiral TISIA HARA, IJN, surrendered these islands to Captain J. H. Blair, RNR, at Port Blair.
BORNEO		
BALIKPAPAN	September 8, 1945	Rear-Admiral MICHIAKI KAMADA surrendered to Australian 7th Division Commander Major-General L. J. Milford on HMAS *Burdekin*.
JESSELTON	October 6, 1945	
KUCHING (NORTH BORNEO)	September 11, 1945	Major-General YAMAMURA, Garrison Commander, surrendered to Australian Brigadier T. C. Eastick
LABUAN	September 9, 1945	Lieutenant-General MASAO BABA, 32nd Army Commander, surrendered to Major-General Wootten, G.O.C. 9th Australian Division.
PENADJAM	September —, 1945	Captain ENDO, IJN, surrendered to Brigadier F. G. Wood, 25th Brigade.
BONIN ISLANDS		
CHICHI JIMA		Major-General YOSHIO TACHIBANA (also given as Tachibana Iga) surrendered Bonin Islands to Commodore J. H. Magruder, USN, on USS *Dunlap*. Occupation delayed until garrison assembled. Vice-Admiral MORIO KUNIZO surrendered to Colonel Presley M. Rixley, USMC, after occupation, December 13, 1945.
BURMA		
ABYA	August 30, 1945	Major WAKO LISANORI, Staff Officer of 28th Army, surrendered his sword to Lieutenant-Colonel C. N. Smyth, 1/10 Gurkha Regiment.
MERGUI	October 19, 1945	Captain CHIYOJI TSUNEKI, IJN, surrendered remaining naval forces in Burma to Captain H. J. Murphy, RN.
PAUNG	October 23, 1945	To 1/10 Gurkha Rifles.
RANGOON	August 28, 1945	Lieutenant-General SHOZO SAKURAI, 28th Army Commander, his aide Major-General J. ICHITA and Senior Naval Officer, IJN, surrendered to senior officers British 12th Army.
		Lieutenant-General TOKAZO NUMATA (see also SINGAPORE), Rear-Admiral KAIGYO CHUDO, IJN, and Lieutenant-Colonel MORO TOMURIA signed local surrender at Government House to Lieutenant-General Sir Frederick A. M. Browning, Mountbatten's Chief-of-Staff.
	October 24, 1945	General HEITARO KIMURA, Burma Area Army Commander, surrendered to Lieutenant-General Sir Montagu Stopford, GOC 12th Army, at Judson College.
THATON	October 25, 1945	Lieutenant-General MASAKI HONDA, 33rd Army Commander, surrendered to Major-General W. A. Crowther, GOC 17th Indian Division.
CAROLINES	December 19, 1945	Woleai, Central Carolines, handed over (see TRUK).
CELEBES		
MENADO (NORTH CELEBES)		No details.
MACASSAR (SOUTH CELEBES)		Vice-Admiral M. OHSUGI, IJN, surrendered to Brigadier I. N. Dougherty.
CHINA		
CHINKIANG HUNAN	August 21, 1945	Surrender of Japanese army in Southern China to a representative of Chiang Kai Shek.
NANKING	September 9, 1945	General YASUTSUGU OKAMURA, C-in-C of China Expeditionary Army, formally surrendered all Japanese armed forces in China to Chinese General Ho Ying Ching and US Lieutenant-General A. C. Wedemeyer.
TSINGTAO		Major-General KAMEICHIRO NAGANO, Infantry Group Commander (4th Division), surrendered to Major-General Sheppard and Chinese Lieutenant-General Chen Pao Tsang.
HONG KONG	September 2, 1945	Major-General UMEKICHI OKADA and Vice Admiral RUITARO FUJITA, IJN, surrendered to Rear-Admiral Sir. C. H. J. Harcourt, RN, at Government House.
INDO-CHINA (FRENCH)		
SAIGON	August 26, 1945	
	September 13, 1945	
	November 30, 1945	Field-Marshal Count HISAICHI TERAUCHI, C-in-C of Southern Army, personally surrendered to Lord Louis Mountbatten.
JAPAN		
TOKYO BAY	September 2, 1945	Foreign Minister MAMORU SHIGEMITSU, on behalf of Emperor, and General YOSHIJIRO UMEZU, Chief of Army General Staff on behalf of armed forces, signed Instrument of Surrender with General Douglas MacArthur, Supreme Commander of Allied Powers, and nine Allied representatives on USS *Missouri*.
YOKOSUKA NAVAL BASE	August 30, 1945	Vice-Admiral TOTSUKA, IJN, Commander of base, surrendered to Rear-Admiral Robert B. Carney, USN, Chief-of-Staff to US 3rd Fleet.
JAVA		Major-General MABUCHI ITSUO, 16th Army Commander, surrendered sword to Major-General J. J. Mojet, Royal Netherlands Army, 1946 (not known if accompanied by formal ceremony).
KAIRIRU ISLANDS		Surrender on Muscku.
KOREA (SOUTH)		
SEOUL (S. of 38°N)	September 9, 1945	Lieutenant-General YOSHO SOZUKI, Vice-Admiral CHISABURO YAMAGUCHI, with General NOBUYUKI ABE, acting Governor-General of Korea, surrendered to Lieutenant General J. R. Hodge and Admiral T. C. Kinkaid, USN, in the Throne Room, Government House, Keijo.

MALAYA		
BIDOR, PERAK	September 13, 1945	Lieutenant-General NOMURA, Governor of Perak, and Major-General ODA, Military Commander of Perak, surrendered. (Possibly another surrender at Perak on September 18.)
IPOE	September 16, 1945	
KUALA LUMPUR	September 14, 1945	Colonel AOKI surrendered 6,000 troops.
	February 22, 1946	General SEISHIRO ITAGAKI (see SINGAPORE) surrendered to Lieutenant-General F. W. Messervy, GOC Malaya Command.
	February 26, 1946	Lieutenant-General KITSUJI AYABE, Chief-of-Staff to 7th Area Army, surrendered (to Brigadier Gerty?).
PENANG ISLAND		Rear-Admiral UZONI, IJN, Governor of Island, surrendered to Vice-Admiral H. T. C. Walker, RN, on HMS *Nelson*. Surrender document also signed by Rear-Admiral BAZUDI, Flag Officer commanding Japanese Forces, Penang.
SINGAPORE	September 12, 1945	General SEISHIRO ITAGAKI, 7th Area Army Commander; General HEITARO KIMURA, Burma Area Army Commander; Lieutenant-General AKITA NAKAMURA, 18th Army Commander; Lieutenant-General TAKAZO NUMATA, Chief of Staff to Field-Marshal Terauchi; Lieutenant-General BIN KINOSHITA, 3rd Air Army Commander; Vice-Admiral S. FUKUDOME, IJN, 1st Southern Expeditionary Fleet Commander, signed surrender of all forces in South-East Asia to Lord Mountbatten, Supreme Commander of South-East Asia Command and other Allied Commanders at Municipal Council Chamber. (Terauchi was ill.)
	September 4, 1945	General SEISHIRO ITAGAKI, 7th Area Army Commander (Java, Sumatra, Malaya, Borneo, Andaman and Nicobar Islands) and Vice-Admiral S. FUKUDOME, IJN, 1st Southern Expeditionary Fleet Commander, surrendered Singapore and Johore on HMS *Sussex*.
	September —, 1945	Lieutenant-General TAKAZO NUMATA, Chief-of-Staff to 2nd Area Army (see also RANGOON), surrendered to Lieutenant-General Sir Frederick A. M. Browning, Mountbatten's Chief-of-Staff.
TAMPOI, JOHORE STATE	February 25, 1946	Army Captain TOMEIKI OKAZAKI and officers of 37th Army HQ surrendered to Major-General Nicholson, British 2nd Division.
MANCHURIA		
HARBIN	September 13, 1945	Surrender to Russian Major-General Shalkov.
MOLUCCAS ISLAND		Major-General KOBORI, 5th Division Commander, surrendered to Australian Brigadier Steele at Piros Base on Ceram.
MOROTAI ISLAND	September 9, 1945	Lieutenant-General FUSATARO TESHIMA, 2nd Army Commander, signed surrender at HQ of Australian Forces in Dutch East Indies to Australian General Sir Thomas Blamey.
NAURU ISLAND	September 14, 1945	Captain HISAYUKI SOEDA surrendered 3,700 men to Brigadier J. R. Stevenson on HMAS *Diamantina*.
NEW GUINEA (Dutch)	September 13, 1945	Lieutenant-General HATAZO ADACHI, 18th Army Commander, surrendered 17,000 troops to Major-General H. C. H. Robertson at Cape Wom airstrip.
OCEAN ISLANDS	August 22, 1945	Lieutenant-Commander NAHOOMI SUZUKI, IJN, surrendered at Mili.
OKINAWA	September 7, 1945	Troops in Ryukyus surrendered to General J. Stillwell on Okinawa.
PALAU ISLANDS	September 2, 1945	Lieutenant-General SADE INOUE, 14th Division Commander at Pelelieu, surrendered to Brigadier-General P. Rogers, USMC.
PHILIPPINES		
BAGUIO, LUZON	September 2, 1945	General TOMOYUKI YAMASHITA, 14th Area Army Commander, and Vice-Admiral OKOCHI, IJN, surrendered to Major-General W. H. Gill, US Army.
MANILA	August 31, 1945	Surrender aboard USS *Missouri*.
RABAUL & NEW IRELAND	September 6, 1945	General HITOSHI IMAMURA, 8th Area Army Commander, and Vice-Admiral RYUNOSUKE KUSAKA, IJN, signed surrender of the Japanese South Eastern Army and associated Naval Forces to Lieutenant-General Vernon Sturdee, GOC 1st Australian Army, on HMS *Glory*.
SOLOMONS		
BOUGAINVILLE	September 8, 1945	Lieutenant-General MASATANE KANDA, 17th Army Commander, surrendered to Lieutenant-General Savige, GOC 2nd Australian Corps at Torokina. Vice-Admiral Baron TOMOSHIGE SAMEJIMA, IJN, 8th Fleet Commander, also surrendered at this time.
SUMATRA		
ATJEK PROVINCE	December —, 1945	Major-General INO SHEZABURO, Governor of Atjek Province, Northern Sumatra, surrendered.
PEDANG	October 21, 1945	Lieutenant-General MORITAKE TANABE, 25th Army Commander, and Vice-Admiral SUETO HIROSE, IJN, formally surrendered Sumatra to Major-General H. M. Chambers of 26th Indian Division.
	March —, 1946	Major-General KIMIO OMOTA, 25th Independent Brigade Commander, surrendered.
THAILAND		
AYUDHYA		A surrender to Major M. Goodall.
BANPONG	September 25, 1945	Major-General GONPACHI YOSHIDA, Chief-of-Staff to 15th Army, known to have surrendered along with Major-General KATSUMI ADACHI, 4th Special Railway Corps Commander.
UBON		General commanding 22nd Japanese Infantry Division surrendered to Major D. de Smiley, Force 136.
TIMOR	September 11, 1945	Colonel KAIDA TATSUICHI surrendered to Australian Brigadier L. G. H. Dyke on HMAS *Moresby*.
TRUK	September 2, 1945	31st Army Commander and Rear Admiral CHUICHI HARA, IJN, 4th Fleet Commander, surrendered 130,000 personnel on Truk and most of Caroline Islands to Vice-Admiral G. P. Murray, USN, on USS *Portland*.
WAKE ISLAND	September —, 1945	1,262 troops surrendered to Brigadier-General L. H. M Sanderson, USMC, on destroyer USS *Levy*.

Whereas the European surrenders had taken place over a relatively short period (see After the Battle No. 48), those in the Pacific stretched over several weeks, as each outlying garrison capitulated. There is at least one case of the process extending into 1946, and the surrender of individual Japanese soldiers years later has been frequently publicised, the latest probably being Li Kuang-Hui who only came out of the jungle in 1975! *Left:* One of the last sectors in Burma to cease hostilities was at Abya in the Sittang area where Major Wako Lisanori handed his sword to Lieutenant-Colonel C. N. Smyth. *Right:* The Andaman Islands did not formally surrender until October 9 when Vice-Admiral Tisia Hara signed at Port Blair. (IWM)

Surrender in Nanking, China, by General Okamura who hands the signed document to General Ho Ying Ching, Supreme Commander of the Chinese Armies, on September 9. (IWM)

On the same day, 700 miles away in Seoul, Korea. Lieutenant-General Sozuki, Governor-General Abe and Vice Admiral Yamaguchi await Lieutenant General John Hodge. (IWM)

The handing over of Samuri swords, many of which would have been priceless family heirlooms, typified Japanese surrenders. *Left:* At Thaton, near Moulmein in Burma, commanders of the Japanese 33rd Army handed their swords to the commander of the 17th Indian Division, Major General W. A. Crowther. The 33rd was the army which had attempted to invade India only to be repulsed from the Kohima and Imphal areas early in 1944.

Up to six months later they were still coming in. General Seishiro Itagaki, Commander of the 7th Area Army (Malaya, Java, Sumatra, Nicobar and Andaman Islands) took part in the surrender in September 1945 at Singapore (see After the Battle No. 31) before formally handing his sword over to the GOC Malaya Command, Lieutenant General Messervy at Kuala Lumpur in February 1946. Two years later the Japanese was hanged for war crimes.

The swords were taken in their hundreds from ordinary officers — these are being surrendered at British 2nd Division HQ at Tampoi on February 25, 1946.

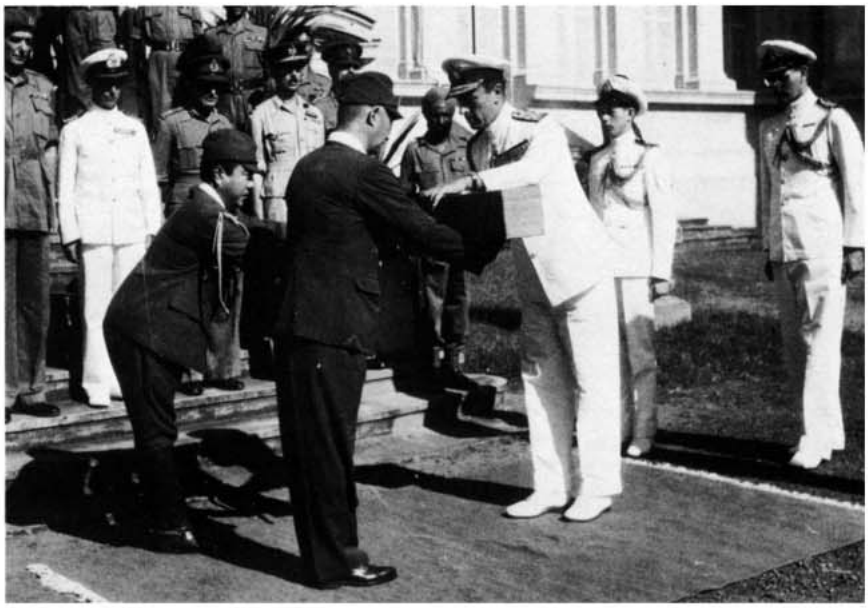
At Kuala Lumpur a vast arms dump included row upon row of officers swords laid out under the supervision of men of the 25th Indian Division.

Before the British re-occupation of Singapore Island, a preliminary local agreement had been signed on board HMS *Sussex* by Rear-Admiral C. S. Holland and Lieutenant-General Sir Philip Christison, Commander XV Corps, on behalf of Lord Mountbatten; and by General Seishiro Itagaki, Commander of the Japanese Seventh Army Area, and Vice-Admiral Fukudome, Commander of the Tenth Fleet Area, for the Japanese. More than 85,000 Japanese troops, including eighty-five generals, were involved.

On September 9 came the surrender of one-fifth of all Japan's Armed Forces — those in China and Korea. One million Japanese troops serving in China, Formosa and French Indo-China were surrendered by the Japanese Chief-of-Staff, General Okamura, at a ceremony in Nanking. A further 360,000 were surrendered at the Governor-General's Palace at Keijo Korea, by General Mobuyuk Abe.

Lord Mountbatten summoned Field-Marshal Count Terauchi to appear in Singapore on September 12 formally to surrender his forces in the entire South-East Asia theatre of operations but, pleading ill-health, the Field-Marshal asked to be excused from attending. Mountbatten therefore permitted the Field-Marshal to delegate responsibility as Supreme Commander to General Itagaki, the ex-'Tiger of Singapore' and the local Seventh Army Commander.

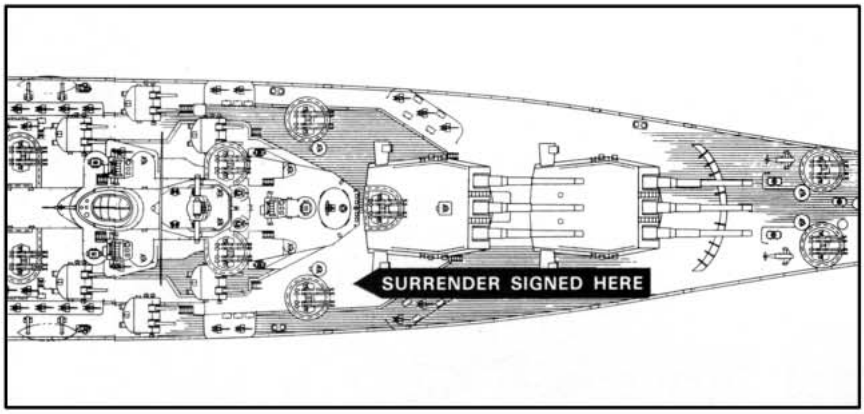
So, on September 12, in Singapore's Municipal Building, the Supreme Commander South-East Asia Lord Mountbatten accepted the surrender of the Japanese Expeditionary Forces of the Southern Regions, a total of 738,400 men of all Services. Later, in Saigon on November 30, the ailing Field-Marshal Terauchi finally completed the bargain in person when he surrendered his sword to Lord Louis.



Denied his trophy at Singapore in September by the indisposition of his opposite number in South-East Asia, Lord Louis was able to take possession of Field-Marshal Count Terauchi's sword from the man himself in Saigon a few weeks later.

To the valiant . . . and to those who suffered at the hands of the Japanese came acknowledgment of their deeds at sword presentation ceremonies. *Left:* **To men of the 1/19th Hyderbad Regiment.** *Right:* **To French resistance workers in Indo China, many of them young women who suffered imprisonment and torture at the hands of the Kempei-Tai.**

With the appointment of an army man to the position of Supreme Commander for the Allied Powers in Japan, a concession to the Navy was that the actual surrender would take place at sea. The USS Missouri, flagship of the Third Fleet, christened by President Truman's daughter and named after his home state, was selected for the honour. Typhoons delayed the arrival of the fleet for 24 hours which finally entered Tokyo Bay on August 29, guided through the minefields by the Japanese destroyer Hatsuzakura. *Above:* **The Allied fleet at anchor with Mount Fujiyama in the background.**



Typhoons raging over Japan forced a delay in the planned date of General MacArthur's arrival in Japan to take the overall Japanese surrender, but on August 27, a huge American fleet, under massive air cover from its carriers, sailed into Sagami Bay, just outside Tokyo Bay, ready for the first landings on Japanese soil. On August 29, the British battleship HMS *Duke of York* and the American *Missouri* anchored off Yokohama in Tokyo Bay. After hurried preparation by engineers and communication specialists, General MacArthur finally landed at Atsugi Airfield on August 30.

The formal Instrument of Surrender of the Japanese Emperor, his Government and his people was signed on a mess table on board the American battleship *Missouri* at 10.30 a.m. on Sunday, September 2, 1945.

Early on Sunday, September 2, 1945 there were nearly 260 Allied warships in the bay with the Missouri anchored six miles off Yokohama. At her masthead the flag which had been flying above the Capitol building in Washington on December 7, 1941. A spot for the signing had been selected on the verandah deck beside No. 2 gun and a mahogany table and chairs had been loaned to Captain Stuart S. Murray of the Missouri by Admiral Sir Bruce Fraser from HMS Duke of York. Behind the assembled company, but in full view of the participants framed and fixed to the bulkhead, was the 36-star flag which Matthew Perry had flown when he entered Tokyo Bay in 1853 which had been shipped out specially for the occasion from the US Naval Academy Museum. When General MacArthur and his staff arrived on board at 8.40 a.m. a colonel handed over the surrender documents which had been brought out from Washington. To Captain Murray's horror, each document in its bound file was too large to lie side by side on the table. With the Japanese due any moment, Captain Murray detailed the nearest four sailors to follow him and he headed for the wardroom. Although its table was large enough it was bolted down so they dashed to the crew's mess compartment where the cooks had just finished clearing up breakfast. Grabbing the first clean table they set off topside. On the way Captain Murray yanked a green tablecloth from the first wardroom table they passed.

The eleven-man Japanese delegation arrived just before nine, headed by the Foreign Minister Mamoru Shigemitsu. In top hat and tails clumping his false leg (he had lost the limb in a terrorist bomb attack in 1932) he cut an incongruous figure among the wide variety of military uniforms. With Commodore Perry's flag on the wall and the mess table in position flanked by the chairs from the Duke of York, MacArthur opened the proceedings: 'We are gathered here, representatives of the major warring powers, to conclude a solemn agreement whereby peace may be restored. The issues, involving divergent ideas and idealogies, have been determined on the battlefields of the world and hence are not for our discussion or debate . . .'

Above left: **Shigemitsu was the first to be called upon to sign and, using his own pen, he inscribed three Japanese characters at the top of the document.** *Above right:* **In 1973 Universal Studios obtained permission to re-create the scene aboard the Missouri, then mothballed in Puget Sound Navy Yard, at Bremerton, Washington, for the film 'MacArthur'. A similar table was mounted on the historic verandah deck covering the plaque which had been fitted at the Norfolk Naval Shipyard in 1945 to commemorate the surrender. Only the gold pattern on the green cloth was slightly wrong.**

Above: **As MacArthur took his place, behind him stood two gaunt men, prisoners of the Japanese for three years and released only days before from their prison camp in Manchuria. To Americans, General Jonathan Wainwright symbolised defeat at Corregidor; to the British, General Sir Arthur Percival a similar event in 1942 at Singapore (see After the Battle Nos. 23 and 31). It was General MacArthur's wish that both should be present at the defeat of the enemy. MacArthur signed his name in five parts, each with a separate pen. One was given to Wainwright, one to Percival, another kept for President Truman, a fourth to be retained on the ship and the last for himself. After the ceremony the table, its cloth and at least one chair were removed to the captain's cabin for safe keeping until the Missouri returned to the States. In January 1946 the table was displayed in the Main Navy building before being donated to the US Naval Academy Museum at Annapolis, Maryland, under its curator, Captain Harry A. Baldridge** *(above right)*. **Museum staff were somewhat surprised to find coffee stains on the tablecloth, unaware of the panic which had ensued just before the signing. Today the table is displayed in a glass case.**

And what of the Missouri? After service in the Korean War she was taken out of commission in 1955. In 1981 it was announced that four Iowa-class battleships — the USS New Jersey (BB 62), USS Iowa (BB 61), USS Wisconsin (BB 64) and the USS Missouri (BB 63) — would be reactivated and their armament enhanced by Tomahawk and Harpoon missiles. The Missouri was the third in line for conversion and in 1984 she was towed 1,000 miles south from Puget Sound to the naval shipyard at Long Beach, California. Her recommissioning is scheduled for August 1986.

In 1945 Fallingbostel was captured from the Wehrmacht by the 8th Hussars. Today Leopards of the Bundeswehr are on parade!

FALLINGBOSTEL

An unfinished story in memory of Captain Guy Waller

BY CAPT. JOHN RUSSELL

The small country town of Fallingbostel lies on the great North German Plain and is situated nearly equidistant from the cities of Hamburg and Hannover. Despite its quiet rural character, the region has suffered greatly from war and its effects. The Thirty Years' War, the Seven Years' War, and the Napoleonic Wars all took their toll, but perhaps the greatest impact on the local landscape and population took place between 1936 and 1938.

When conscription was reintroduced in Germany in 1934, the Wehrmacht expanded with extreme rapidity and, in consequence, additional land was urgently required upon which to train these troops. The sparsely populated Lüneburger Heide was ideal for this purpose and the extensive heathlands enabled the aim of training two divisions simultaneously to be achieved. Despite protests from the local people, which not surprisingly came to naught, eleven villages were evacuated between May 1936 and August 1938. Many of these old villages can still be identified on the training area by way of their old fruit trees and hedges. By 1939 twelve ranges had been constructed and the first divisions were being trained; a complete division taking only six weeks to complete the course. Rocket artillery was developed on the ranges and the Tiger tank completed its first firings here. The new training areas required barracks to house the large number of troops and these were established at Hohne and Fallingbostel which lay diametrically opposed from each other on eastern and western sides of the area respectively.

Work began on the barracks in Fallingbostel in 1935; the huts used to house the workforce later became the nucleus for the prisoner-of-war camp Stalag XIB, which was a few years later to be located immediately to the north of the barracks. The barracks survived the war without any serious damage only to suffer the worst ravages at the hands of the liberated slave labourers when they were released in 1945. The situation with these men became so bad that British soldiers released from Stalag XIB mounted guard on the local settlements to prevent excesses. Even so, a large officers' mess was burnt down and a number of local people killed. The barracks now house a number of major units of the British Army of the Rhine.

Information on the wartime history of the

On October 3, 1941, the 1st Battalion of the Norwegian Legion was sworn in at a ceremony at the barracks attended by Vidkun Quisling — the self-proclaimed pro-German 'ruler' of Norway executed in November 1945 for his traitorous activities.

This is company headquarters — then and now — from Waffen-SS to British Army.

On the road from Nienburg to Fallingbostel lies the little village of Rethem. Researching pictures for Captain Waller's story at the Imperial War Museum, we found a sequence showing the burial of Germans beside the road and wrote to him that we thought it was worth investigating.

barracks is very hard to come by but I would like to express my thanks to Andrew Mollo who has kindly helped supply me with a certain amount of information. In his book *Hitler's Germanic Legions*, it is known that the Norwegian Legion of the Waffen-SS was sworn-in at Fallingbostel at a parade attended by Quisling in October 1941. The Legion was later to be effaced on the Leningrad Front. Andrew has also informed me that SS-Division Reich (later 'Das Reich') was reconstructed at Fallingbostel after its near destruction on the Eastern Front during the first winter of that campaign. This reconstruction took place between April and June 1942.

In Spring 1943 the Luftwaffe Field Division formed in Fallingbostel and departed in May 1944 for occupation duties in Denmark. Despite many enquiries, little else has been discovered from the German side.

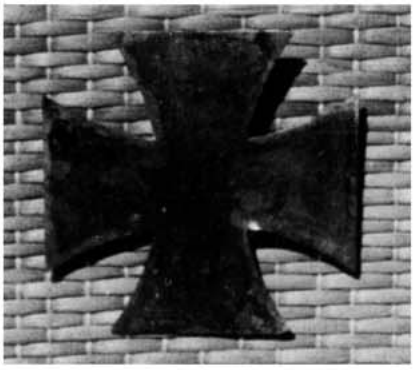
Captain Russell: 'Photo BU 3669 certainly enabled us to pinpoint the precise location. In it can be seen a route sign saying Nienburg with the route number 209, a railway line and a continental level crossing warning sign. The spot could easily be deduced from a map and the route number remains unchanged. You will be interested to know that the burial site remains as such and is a small, neat cemetery containing some 80 graves. You will not be surprised to hear that for the furtherance of good Anglo-German relations we decided not to excavate for the helmets! The area has been smartened-up since the photo and the main road now runs parallel to the grave rather than across the photo as shown. The house with the saw-tooth gable still stands as does the one with two chimneys behind it. The gable no longer exists but close examination revealed its mark on the wall. I also enclose a photo of some of the graves — you will note the date is April 12, 1945 and this tallies with the history of the 1/5th Queen's Royal Regiment (West Surrey) which states that the 53rd Division had to fight hard to gain a bridgehead over the River Aller in the area of Rethem. The dates of this action are given as April 11-14 and the enemy as the 2nd Marine Division, who are described as "brave but not very skilful".'

Items uncovered at Fallingbostel during excavations within the barracks complex. This ID tag belonged to a soldier named 'Speicher' who was a member of the Flak Regiment band. John Russell comments that 'I was given a 1970 address for the man, so he may still be alive and well, aged 59, and still enjoying the odd Bratwurst.'

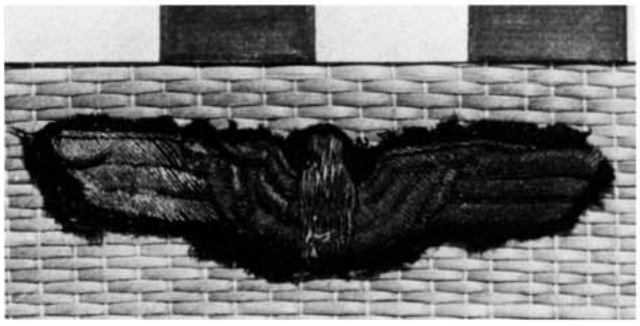
Another tag — this time just the top half (usually buried with the owner while the lower half was snapped off and sent to records) belonged to Richard Schramm (born 26.11.1925). His last rank is recorded as Maschinengefreiter in the Personalamt of U-Boat Command. (Note German ID tags are not named — one must consult the records in Berlin to identify the owner.)

The inscription on a fragment of china.

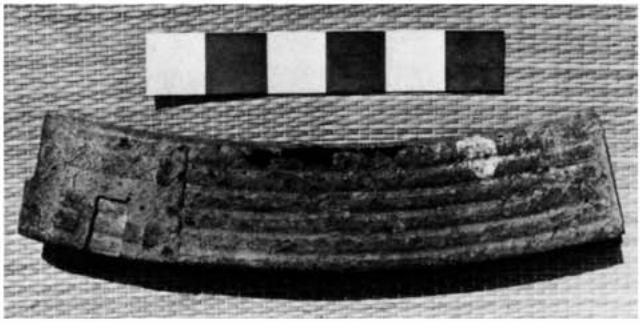
U-Boat qualification clasp.



Iron Cross 1st Class backing plate.

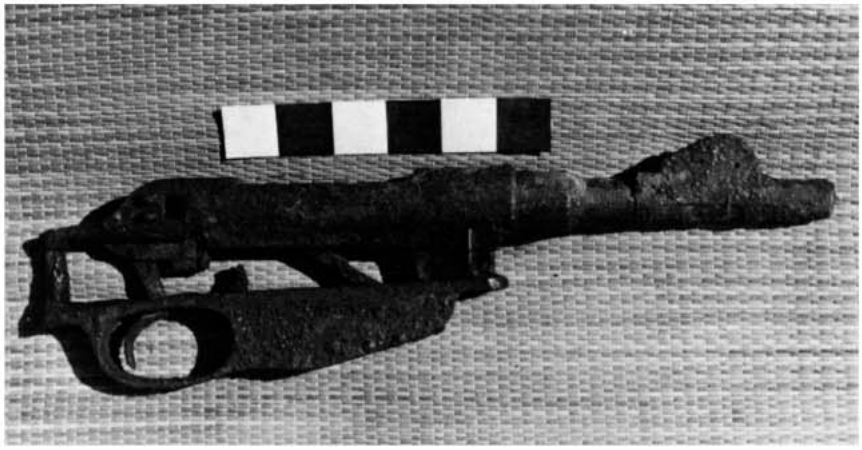


Kriegsmarine National emblem — gold wire on dark blue cloth.



MP 44 magazine — the scale is in inches.

The old 1916-style steel helmet, superceded by the redesigned model in 1935, was only worn during WWII by civilians, the Volkssturm or foreign units, possibly explaining its discovery at Fallingbostel.



This small arm is somewhat unusual and its precise identification has not yet been established. It is reminiscent of the old German 1888 carbine — the first rifle to adopt the 7.9mm round — but as the calibre appears near .22, it is possibly an early form of military training weapon, similar to the small-bore conversions produced of the later 7.92mm Kar 98.

Much however is known about the PoW camp Stalag XIB which 'housed' many thousands of Allied and Soviet soldiers. Latterly the Allied contingent were commanded by the remarkable and incomparable RSM John Lord after his capture at Arnhem. Foundations of the PoW camp can still be seen in the woods.

Our interest in Fallingbostel was triggered in February 1982 when a water main burst in my barracks and the subsequent excavation started to unearth quantities of Wehrmacht equipment. An air photograph taken in 1944 reveals that the site of the finds crossed the cellars of a barrack block still under construction, and it therefore seems likely that in a clean-up operation at the end of the war rubbish and equipment were thrown into the cellars prior to their being filled in.

More recently, in another part of the barracks, a demonstration machine gun trench was dug and in so doing a much older trench line was cut and again items of military equipment began to emerge. Among the hundreds of bully beef tins were many items of interest. Of particular note are those relating to the Kriegsmarine: a U-boat badge, ID tag, National emblem on blue cloth backing, and even a pair of rolled-up dark blue socks! It seems most likely that all these items belonged to the owner of the ID tag. Also uncovered was a small arm of a type and origin as yet not identified (any help in identification would be most welcome — calibre is about .22).

'Near to Fallingbostel is the aptly named town of Bomlitz', continues Captain Russell, 'which contained an explosives factory (now plastics!) during the war. This factory was apparently unknown to us and continued in production unhindered. The explosives were stored in bunkers in the nearby forests and I enclose a photo of one such bunker. I surmise there must be many more and indeed suspect there was a very large underground storage facility judging by the number of shafts with iron rung ladders that can be found — these have now been filled in to within a few feet of their tops.'

Left: **The liberation of Stalag XIB south of Fallingbostel released 6,500 British and Americans and 8,000 assorted Allied nationals of whom 2,600 were French. The German guards were herded into the Appelplatz and imprisoned in their own camp. (IWM)** *Right:* **Today the huts have all been demolished and a large wood planted amidst the concrete foundations. 'In true After the Battle spirit, we took the comparison on April 16', writes Captain Russell, 'the day the camp was relieved.'**

Excavations continue on this trench line and it is hoped that more of interest will emerge.

My own interest, by now thoroughly fired, has expanded to encompass the campaign fought locally in April 1945 when Fallingbostel lay within XII Corps' axis. In particular I have conducted an investigation into the battle fought for a crossing over the River Aller at the town of Rethem which lies some 25 kms to the west of Fallingbostel.

'Amongst the photographs I sent you was one of myself and Guy (I am the good looking one on the left) with some of our finds taken outside the entrance to our barracks. Guy was always fascinated in our project and was thrilled at the thought that it would one day appear in the magazine. Should you publish this photo I would be most grateful if you would mention that Guy was tragically killed and what a long time enthusiast he was for After the Battle. His death was a great blow to his fellow officers and soldiers.'